



# The Hongkong Telegraph.

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大英日報

SATURDAY, AUGUST 18, 1923.

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## TO-DAY'S TYPHOON.

### A TERRIBLE DISASTER.

### INDO-CHINA STEAMER SUNK.

### Feared Loss of All Lives.

### SUBMARINE FOUNDERS.

### SEVERAL VESSELS ASHORE.

Hongkong's long immunity from serious typhoons was broken this morning when the Colony suffered an experience reminiscent of the 1906 disaster. In the short space of about an hour, great damage was done, shipping suffering especially, and it is feared that many lives have been lost. In view of yesterday's warning, most of the steamers in port went to shelter last night, but several remained at anchor and came to grief.

The biggest disaster is that of the sinking of the Indo-China steamer Loongsang, which foundered near the Yaumati ferry wharf on the Hongkong side, with it is feared, heavy loss of life.

The British submarine L. 9 also sank near the Naval Yard, but happily without loss of life.

The British naval oiler Karki went ashore near the Naval Arsenal, and a naval tug met with a similar experience near Green Island.

The former Norwegian steamer, Haldis, now Chinese-owned, went aground near the Standard Oil Company's depot at West Point.

Two Japanese steamers, the Sekino Maru and the Ginko Maru, were also driven ashore on the Praya, near to the new Statue Pier. Other steamers also drifted from their moorings, these including the Empress of Australia and the Andre Lebon, but they managed to avert disaster.

Rumours are current that the newly-launched river steamer Hang Cheong went ashore at Taikoo, and that a Chinese steamer named the Nanyang sank with heavy loss of life, but these reports are unconfirmed.

The storm, which began at about 9.30 a.m., did much damage ashore as well. Several houses collapsed, with loss of life, whilst the East Point Garage fell in, and already two dead bodies have been recovered.

The highest wind velocity at the Observatory was 130 miles per hour, which is said to be the greatest ever recorded anywhere, whilst the barometer reading, 28.66, was the lowest in the history of the Colony.

The typhoon, of which warning had been given for some days, was known yesterday to be moving very rapidly. In the morning, the No. 1 warning signal was hoisted, and the Observatory report issued early in the afternoon stated that conditions indicated that the typhoon was likely to strike the coast between Hongkong and Amoy this morning. The No. 2 signal was hoisted yesterday afternoon, but last night conditions were by no means abnormal.

Early this morning, the wind began to rise, but there was no rain until about 8 o'clock, when it set in steadily. As the morning wore on, the wind increased to gale force, and at 9.20 a.m. the dreaded bomb was fired, indicating that the typhoon might strike the Colony at any moment. The barometer was rapidly falling.

At 9.20, it registered 29.02 at Messrs. Falconers, whilst at 9.40, it had receded to 28.80, and was still rapidly falling. At 10.20 a.m. the reading was 28.65, but thereafter it began to rise. Native boats had long since gone to shelter, as well as many steamers, but there were still one or two big boats riding out the storm, including the Empress of Australia and the French mail-steamer Andre Lebon.

The conditions certainly looked ominous, and so fierce were the gusts of wind that it soon became positively dangerous for pedestrians to move about, owing to the terrific speed in the direction of Stonecutters. Of the Loongsang there is now only to be seen the funnel and masts which stand above the water.

It appears that the Loongsang, which had a full crew aboard, and was in command of Capt. Jowitt, came out of dock yesterday. She had no steam up, and was towed to shelter, in view of the fact that the typhoon signal was up. During the storm this morning she evidently broke from her moorings and was seen drifting down the harbour, with some of her plates ripped up. She had apparently been in collision somewhere, but with what is not known. At this moment we are unable to obtain the names of the officers who were aboard the boat. There is still faint hope that some of the crew who got away in the raft may be safe, and a naval tug has been despatched to proceed to Green Island and beyond in a search for the missing men.

#### Submarine Sinks.

The second calamity witnessed by a Telegraph representative was the sinking of a submarine off the Naval Dockyard at eleven o'clock, an hour after the wrecking of the Loongsang. The incident was marked by the rescue.

Before the eyes of a number of people gathered on the Praya, the submarine sank with only her periscope showing. She had also been blown off her moorings.

The rescue referred to was effected by a sailor from H.M.S. Bluebell. He saw one of the submarine's crew clinging to a naval buoy, and, despite the heavy seas running, he jumped overboard with a life line, swam out to the buoy and both rescuer and rescued were pulled safely ashore. This was a fine act, thoroughly in accord with the highest British naval traditions.

There were reports in circulation during the morning that two submarines had foundered, and that another was missing, also that the crews of the submarines all lost their lives.

We are able, however, to give an official assurance that no naval lives were lost, whatever. Only one submarine—the L. 9—was sunk, but all aboard were saved.

The naval oiler Karki was driven ashore near the Naval Arsenal whilst H.M.S. Bluebell, concerning which some anxiety was felt, suffered considerable structural damage, and her wireless apparatus was carried away.

An Admiralty tug was also driven ashore near Green Island.

The naval signal station at the Yard was badly damaged, much of the debris being blown down on to the road near the V.R.C.

The force of the wind may be imagined from the fact that the Empress of Australia was blown from her mooring in midstream within perilous distance of the Praya. By keeping up steam and continuously keeping her head against the wind she managed to ride out the storm without meeting disaster.

Other Mishaps.

Our representative, soaked to the skin by rain and spray, proceeded along Praya West. Right out to sea, could be discerned the Admiralty tug, ashore as already reported.

Opposite the far end of West Point, near the Standard Oil Company's depot, lay the s.s. Haldis, aground, but resting on an even keel. This vessel was formerly under Norwegian registry, but now, we understand, is owned by the Chinese firm of Wah Fat Sing.

The Blue Funnel tug Hephaestus was noticed up against the Wing Lock Street wharf of the Canton-Macao Steamboat Co.

There is an unconfirmed report that the vessel launched on Thursday at the Taikoo yard, the Hang Cheong, has been badly damaged by the typhoon. In addition to all the above must be taken into account the numbers of junks and other small craft that must have been sunk or otherwise damaged. It is to be feared that there may have been a large Chinese loss of life.

#### Vessels Meet with Disaster.

Another representative of the Telegraph, in the intervals of dodging flying wreckage, gathered the following record of shipping casualties:

Quite a crowd shortly before ten o'clock had gathered on the sheltered portions of the sea-front to view the enormous waves washing over the Praya and flooding the shops in many quarters, and they had a full view

of the disasters that befell shipping in the harbour.

The Ginko Maru had been driven against the V.R.C., and was to be seen riding out the storm there.

Another Japanese steamer, the Sekino Maru, was forced inshore and came up stern first alongside Statue Pier, without suffering damage.

But dramatic events were taking place elsewhere. Torn from her moorings near E' st Point, the Jardine steamer Loongsang was swept down the harbour, and was observed to be in dire straits. An Admiralty tug set out to her rescue, but was carried by the force of wind and tides right down the harbour, and, as far as can be made out at present, is ashore on a small spit opposite Green Island. The Loongsang soon commenced to settle in the water, and when past the Yaumati ferry pier at West Point she dipped bows first, those aboard being discernible crowding to the stern. She rapidly settled, her decks being awash in a few minutes. Would-be rescuers ran along the pier, with lifebelts and lifelines, but their efforts were of no avail. Several of those on the Loongsang were seen to put off in a raft, and others are reported to have jumped off with lifebelts, besides about six persons who are said to have got away in one of the boats. What their fate has been can only be conjectured for the present, as raft, boat, and all were swept along down the harbour towards Green Island. It is to be feared that there has been serious loss of life. The Loongsang now lies on her keel, with funnel and masts above water.

#### Rescue Off a Submarine.

Meanwhile, one of the British submarines, L.9, was seen labouring off the V.R.C., with her stern dipping and bows right out of the water. "She is finished," everyone exclaimed, as the vessel laboured and sank deeper, while waves washed right over the after end. Eventually she sank near the Sekino Maru, about a hundred yards from shore, and many onlookers expressed commiseration for those who might be aboard. However, the news soon got abroad that there was only one man on her when she broke adrift from the Naval Yard. Suddenly he was discerned, clinging to a buoy, and then the watchers saw a gallant rescue feat performed. A British bluejacket sprang into the foaming waters, with a life-line round his waist, and swam out to the buoy; there he fastened himself to the man who was in difficulties, and both were drawn ashore. It was a thrilling spectacle.

#### Outbreak of Fire.

Owing to the fusing of an electric cable in house No. 78 Connaught Road, on Praya West, a fire broke out about noon, and the Fire Brigade turned up; but the flames had already been got under control with chemical extinguishers.

Along the whole seafront, pliers and whatever have been seriously damaged—in some cases entirely wrecked—by wind and wave. Boards were lifted up and hurled ashore, and the superstructure simply "sint there" in several cases.

#### HOUSES COLLAPSE. Number of Fatalities.

As was to be expected, with such a heavy fall of rain and high wind, there have been many house collapses, attended with fatalities in several cases. It is difficult to obtain details at present, the Police being still out investigating, but at least a dozen cases have been reported.

The roof of Victoria Gaol was seriously damaged, and right opposite the Central Police Station a house had the whole front blown in.

In Wyndham Street, a house collapsed and one man, a Chinese, had a nasty wound in the head.

The most serious casualty ashore reported so far, however, was at the East Point Garage, where a building collapsed and buried a number of people. At the time of writing, two dead bodies have been recovered.

A watchman's house in Happy Valley, near Young Wo's Nanking Home, also collapsed, one man being seriously injured.

The tally of landslips and other damage, of which details have yet to be gathered, is also considerable.

The report of the new building on the Old Post Office site having collapsed fortuitously turns out to be unfounded. What appears to have happened is that a great deal of the scaffolding and woodwork at the western end of the building came down during one of the heavy gusts of wind, which, to judge by the effect it struck the Sung Fah Shop, immediately opposite, and which totally blocked the thoroughfare.

After the collapse, the scaffolding, which had been driven into the ground, was torn to pieces, and the wooden beams and timber were scattered over the roadway. The scaffolding, which had been driven into the ground, was torn to pieces, and the wooden beams and timber were scattered over the roadway. The scaffolding, which had been driven into the ground, was torn to pieces, and the wooden beams and timber were scattered over the roadway.

An alarm of fire also came through, but the firemen have not yet ascertained where the outbreak was.

Everywhere throughout the city traffic has been or more or less blocked by fallen trees, debris, etc.

The military were soon out during the height of the storm, rendering what help they could. Some of them were equipped with life lines, and were seen on the Praya ready to rescue anyone who might be in distress in the water.

#### AT KOWLOON.

Telephone messages from Kowloon indicate that the blue flag, showing that the ferry service was suspended, was hoisted at 9.30 a.m. Very shortly afterward, the storm reached its height. It became absolutely dangerous to move about. Trees were uprooted, blocking all the roads and debris appeared to be flying through the air at all angles. Telephone wires and poles were blown down, matches and houses were badly damaged.

Numerous vehicles came to grief. Rickshaws and chairs were smashed, many of the latter being rendered into matchwood. Trams were stopping all along the routes, with their canvas roofs ripped off. Opposite the Naval Yard, tram No. 23 had the whole top wrecked by the falling of a big branch across it. A Hongkong Hotel motor omnibus was very nearly swept into the sea, near the R.N. Armament Depot. Fortunately the front fetched up against some iron railings. In Douglas Street, motor-car No. 517 was absolutely wrecked by falling beams from a nearby house.

During the height of the blow, matchbooks were wrecked like houses of cards, and Chinese were to be observed crawling on their hands and knees along the Praya to avoid being swept away.

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Later a report came through from another source to the effect that a Japanese steamer had been driven up to the pier opposite Statue Square

and was now only to be seen the funnel and masts which show above the water.

#### TO-DAY.

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WHEN YOU'RE AT

A PLACE LIKE THIS?

I GUESS WE HAD

BETTER START FOR

HOME NOW, DORIS

AN AWFUL

STORM!

I'LL SAY!

CAR STOP HERE

I WISH I WAS

HOME IN THAT

STUFFY LITTLE

FLAT OF OURS!

I WISH I

HAD STAYED

AT THE OFFICE

Carry

on

the

End of a Perfect Day.

## NOTICE

## SUB-LETTING PROFITS.

## Rehearing of Rents Case.

A rents case of considerable interest and importance came before the Puisino Judge (Mr. Justice H. H. J. Comertz) in the Summary Court yesterday afternoon. It was a rehearing of an action tried last month, when His Honour gave judgment in favour of the plaintiff for \$77. It was shown in evidence that the plaintiff (the tenant) paid \$37 a month for the ground floor of 13A Peel Street and sub-let a portion of it to the defendant for \$77 a month. In his judgment Mr. Justice Comertz laid it down that the standard rent of this portion is the rent at which it was first let, that is \$77.

Mr. E. C. Jenkins, instructed by Mr. M. K. Lo, yesterday appeared for the sub-tenant, and Mr. M. M. Watson, of Messrs Johnston, Stokes and Master for the tenant.

Mr. Jenkins explained at the outset of his speech that this was a review granted on a judgment delivered by His Honour on the 10th July last, for which application had been made in Chambers. He intended to proceed very much upon the same authorities as Mr. Lo did when the case first came on, but should travel along a slightly different line of argument. Although the question before His Honour on the original hearing was whether or not \$77 was the standard rent of a portion of the ground floor of 13A Peel Street, he desired in the review to put it this way: Is \$77, by virtue of the Rents Ordinance, recoverable as rent by the plaintiff in respect of the portion of the floor, the rent of the whole floor at the time of such sub-letting being \$37 only.

The Letting Date. The key to the maximum amount recoverable in all cases coming within the ambit of the Rents Ordinance, was to be found, Mr. Jenkins proceeded, in the definition of standard rent in section 2 of the Ordinance. It had to do with what was described as the "letting date." There were four dates specified in the Ordinance, although it appeared to him there were only three in reality. There was the date December 31st, 1920, where was antecedent December 31st, 1920, there was post-December 31st, 1920, and there was post the commencement of the Ordinance, which was post-16th June, 1922. The last two appeared to him to be really one date, and that was post-31st December. To justify His Honour in holding that \$77 was recoverable in respect of the portion of the floor he would have to hold that the portion was "first let" when it was, in fact, first separately let in May, 1923. If the portion was not "first let" within the meaning of the Ordinance when it was in fact first separately let in May, 1923, then \$77 was not recoverable.

In order to find that it was "first let" when it was first separately let in May, 1923, His Honour had to find two things: first, that the portion was a domestic tenement in law, which was not in dispute because it came within the definition of a domestic tenement in the Ordinance; and secondly, that it was a domestic tenement in fact by virtue of a substantial structural alteration.

Mr. Jenkins said he was not going to assume what he believed to be a fact, that the portion when it was first sub-let in May, 1923, had not been the subject of substantial structural alteration, but had been merely the subject of the most superficial sub-division. If there was no substantial structural alteration the decision in the English Courts on the Acts at Home so far as the

relevant sections were concerned showed that the portion was in fact "first let" within the meaning of the Ordinance when the whole floor was let. It was common ground that the whole floor was let on the 31st December, 1920, and therefore this portion, straining the true facts in order not to defeat the object of the Act, at Home had held that although not the subject of a separate letting, nor a separate rent, nor even occupied by some body independently of the person occupying the whole floor, the portion must be treated as having been let as part of an undivided whole if there had not been any substantial structural alteration.

## Apportionment.

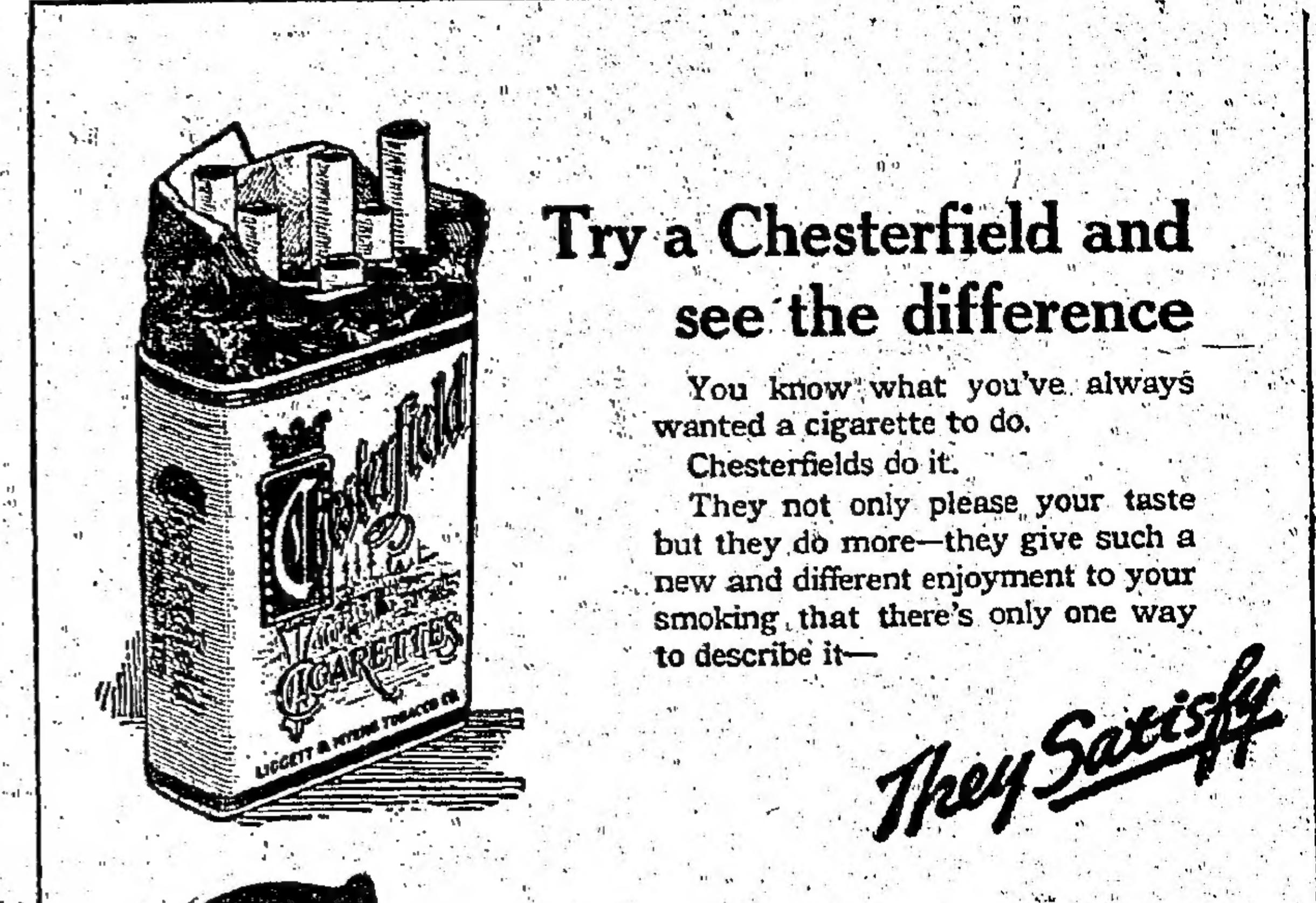
The difficulty which His Honour had on more than one occasion voiced with regard to the Rents Ordinance was that of apportionment by reason of the absence of any machinery for apportioning the exact value of the standard rent of the portion. That difficulty was one, Mr. Jenkins thought, which need not exercise His Honour's mind very much, for the reason that so long as he (Mr. Jenkins) could establish a maximum beyond which the plaintiff could not recover, the fact that they could not, for want of some machinery, ascertain the exact fractional part of that maximum, was immaterial for the purpose of deciding whether he could recover \$77. He submitted that it would be, reducing the Ordinance to an absurdity, which was a result always to be avoided, if, because they could not ascertain the fractional part, the landlord should be permitted to recover any excess of the maximum. His Honour was precluded by the Ordinance from allowing the plaintiff to recover any excess of the standard rent of the portion: they could not ascertain the exact figure of the standard rent of that portion, but what they did ascertain was the figure which it could not exceed, which was \$77. Therefore the plaintiff could not recover \$77 because the maximum was \$77.

Mr. Jenkins proceeded to refer to three considered judgments delivered at Hongkong upon the point. The Courts had consistently held that any portion of a house shall be deemed to be first let if it had been a portion previously of a house which had been let as a whole. That was to say, that the letting of a house on any date would impart to every portion or that house the status of having been let within the meaning of the Act. He submitted that the learned judge in England would find that this portion of the ground floor had in fact been let on the 31st December, 1920, and was not first let at \$77 in May, 1923. To say that man under the Ordinance could recover any excess of the maximum which the law allowed, would, Mr. Jenkins said, lead to a grave absurdity. He could not see how His Honour could construe the Ordinance as to allow the recovery of an excess above the maximum.

## Mr. Watson's Reply.

Mr. Watson, replying, suggested that the Home cases Mr. Jenkins had quoted did not apply to Hongkong and that the standard rent must be decided in reference to the Ordinance alone. It had been laid down by a learned judge at Hongkong that no statute must be construed which would lead to an absurdity. His friend had agreed with that, but Mr. Watson contended that that was exactly what would follow if it was construed the way in which Mr. Jenkins wished. The Ordinance laid down rules under which the standard rent was to be determined, and applied those rules only by applying those rules.

It appeared to him that the Legislature had overlooked this point, and if so, he submitted it was for them to amend the Ordinance and not for His Honour to do so. His friend had said that His Honour's interpretation was against the spirit of the Ordinance. He submitted that it was not, because the Ordinance was brought in to protect tenants in occupation at the time. The whole idea of the Ordinance was to prevent people fleeing from Canton to buy out tenants who had been in occupation here for years. The Legislature, having that idea before them, did not mind very much whether the people from Canton paid more than the tenants of Hongkong. He submitted that it was not against the spirit of the Ordinance, but even if it was, it



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which were different from the Home Acts, that the Court could say what the standard rent was. If the Ordinance allowed the Court to say that the standard rent of the premises was \$77, then the Court must say so. The case quoted by the other side all dealt with apportionment and had no reference to determining the standard rent at any particular time.

Mr. Watson pointed out the distinction in regard to apportionment of standard rent between the Home Act and the Hongkong Ordinance. The Home Act spoke about a dwelling house let, and the Ordinance, to the rent recoverable from a tenant in actual occupation—a very material difference. The Ordinance clearly laid it down that the first letting should be the standard rent. It went further and said the rate of rent first let to a tenant in actual occupation.

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was an omission which the Legislature should remedy and it was not for the Court to do so.

Mr. Jenkins having replied, His Honour reserved judgment.

## THE LINCHING AFFAIR.

## Peking Acknowledges Receipt of Note.

Peking, Aug. 17.—An acknowledgment of the Lincheng note was sent by the Waichiapu Body on Thursday. Dr. Wellington Koo, replying to correspondents' questions to-day, said that the Government would do its utmost to expedite a reply. Chang-hu has returned to Peking and assumes his post to-morrow.—Reuters.

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His troops were fired upon, however, and he himself was slightly wounded by a stray bullet. Fearing that serious trouble would result, followed by subsequent disturbances everywhere, Mr. Jue considered it best to leave Hongkong with his troops for the time being.

In the meantime, he is waiting for an explanation of the coming of the Yunnanese troops to Hongkong.

His troops are now stationed near Kowloon.—Canton Daily News.

## BY ALLMAN

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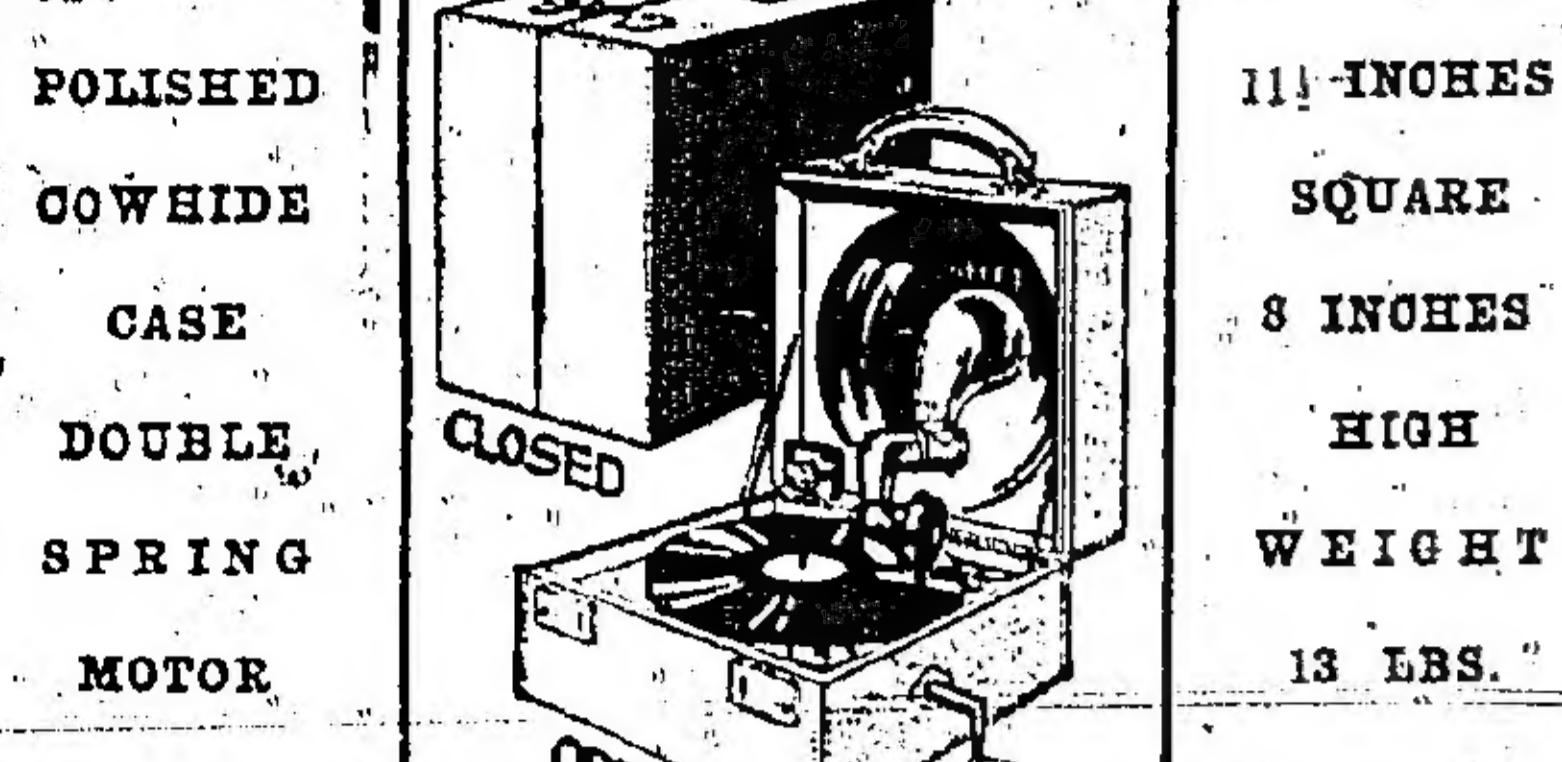
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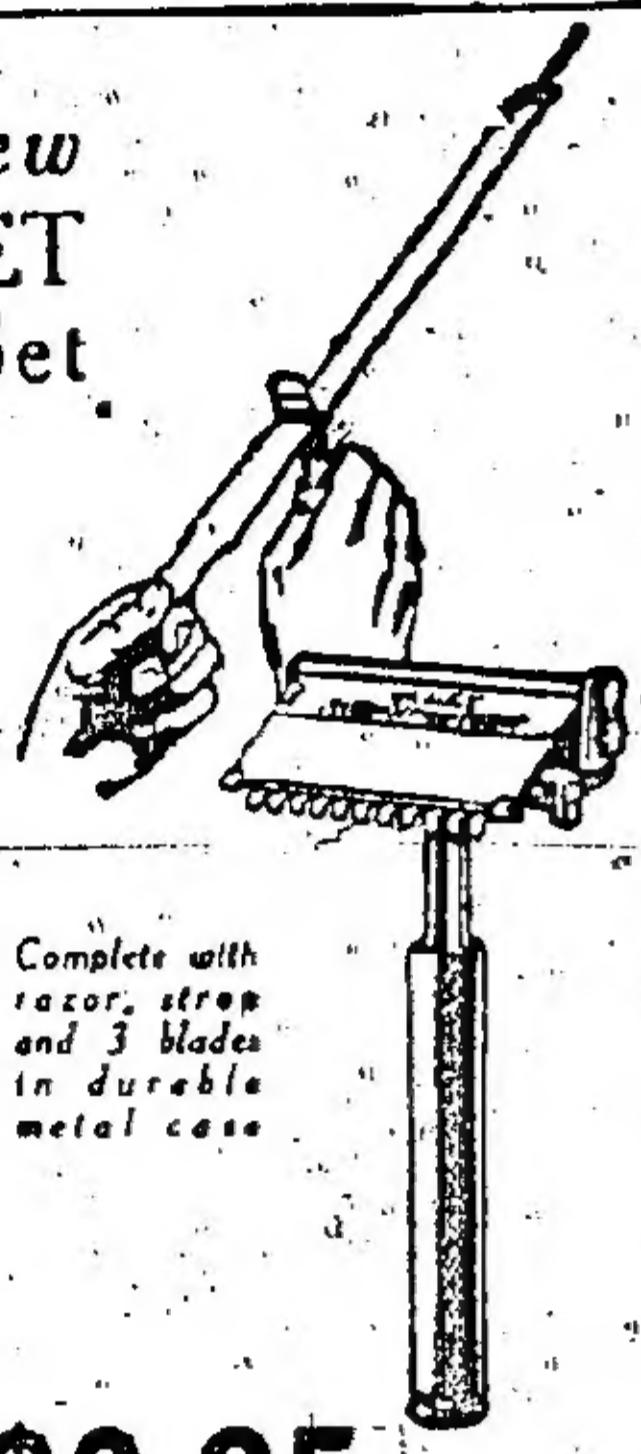
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P.O. Box 187, Calcutta.  
Hong Kong Agent:  
Ayer, Ross & Co., Hong Kong.

## ALLEGED KIDNAPPING.

### Woman Committed for Trial.

At the Magistracy yesterday afternoon a man and a woman were charged with kidnapping Chung Mui, a girl 14 years of age, on the 20th July.

Outline the facts. Sub-Inspector Cotton said the girl went to school, 12 Old Bailey, with her elder sister in the morning. Shortly after noon, she went to buy a paper fan and was not seen again. The elder sister on returning home in the afternoon asked her mother if her sister had come home. The mother replied in the negative whereupon a report was immediately made to the police. The mother of the girl suspected the first accused—the woman, an old friend of hers and a frequent visitor to her house. From the 21st to the 28th, she visited the defendant's house, 253 Queen's Road Central, every day with a view to asking the defendant if she knew anything about her missing daughter, but the defendant could not be found. On the 28th, she learned that the defendant had moved. The next day she accidentally met her in the street and took her to the station. The defendant was then detained. The girl was finally traced to Canton, living in a boarding house with second defendant (the man). With the help of the Canton Government the girl was recovered and the defendant was arrested.

After hearing the evidence the woman was committed to the Sessions for trial and the man discharged.

## HONGKONG TRADE.

### A Poor Quarter.

The Hongkong Trade and Shipping Return for the second quarter of the current year has been published as compiled by the statistical branch of the Imports and Exports Department.

Imports totalled in value £15,608,703 as against £21,073,249 in the same period last year, while exports totalled £18,078,778 as against £22,012,345. There was a big falling off in the transactions in treasure but trade generally seems to have been weak.

British steamers 729 in number and totalling 1,485,976 tons entered the port during the quarter, the foreign steamers totalling 1010 in number and 1,979,144 in tonnage. The figures do not include men-of-war or yachts. There were no sailing vessels, but 700 British river steamers of 731,257 tons and 214 foreign river steamers of 102,587 tons entered the port. The total ship arrivals for the quarter were therefore 2832 vessels of 4,298,934 tons.

## GREAT ARTESIAN BASINS.

In the interior of the island continent of Australia there are vast underground water storages. Millions of acres of land receive supplies from these artesian basins. There are 5,170 artesian basins. The total depth bored is 4,719,490 feet, or nearly 834 miles. The majority of the bores have been sunk at private expense, but the colony has been recouped over and over again, and not only the properties on which the water was found, but the whole Commonwealth has benefited. The Great Australian Basin lies beneath 569,000 square miles of country, taking in large sections of Queensland, New South Wales and South Australia. Other artesian areas comprise the Murray River Basin and five basins in Western Australia.

## EARLIER TELEGRAMS.

### TRINCOMALEE OIL SUPPLY BASE.

London, August 17. Commenting editorially on the announcement that the naval port of Trincomalee is being re-established as an oil supply station for the Singapore fleet, the *Manchester Guardian* says that if a battleship squadron is based at Singapore looking east, west and south it is likely enough that an oil supply base will need to be provided in Ceylon, but if this is so it confirms the view that the Singapore project is a bigger thing and will be much more expensive than we yet realise. Therefore we should know more about subsidiary bases like Trincomalee, as for example how many there are to be and what their functions are and cost.

### THE TIN-PLATE MARKET.

London, August 17. Confirmation of the rumour that certain works have received an order for 20,000 tons of tin plates, equivalent to 400,000 boxes, from the Nippon Oil Company of Japan, has produced an optimistic tone in the Welsh tin plate market. The order came as a surprise, as the Japanese market was practically captured by America during the war. It is understood that the Japanese order is for delivery over September and October, and will be shared between a number of works which specialise in making oil-sizes.

### THE AMERICAN PRESIDENCY.

Washington, August 17. Acting President Coolidge has appointed as his Secretary the Virginian C. Bascom Slemp, who has been a member of the House of Representatives for fourteen years. The choice is regarded as tantamount to Mr. Coolidge being a candidate for the Presidential nomination in 1924, and is taken as the first step to a round up of southern delegates.

### BRITISH TRADERS IN RUSSIA.

Moscow, August 17. The Beccos traders have arrived. They include representatives of Baldwins, William Denny Brothers, Crossleys and Nobels.

### ECHO OF DREYFUS CASE.

London, August 17. The *Daily Express* reports the death of Major Esterhazy, author of the famous Bordereau Dreyfus case on 1894. His burial on 21st May under the assumed name of Count de Vollement has only just been revealed.

### THE GERMAN CRISIS.

London, August 17. The startling report current in New York and Paris that the new German Chancellor Herr Stresemann has been assassinated is denied by Reuter's Berlin correspondent.

### THE COST OF LIVING.

London, August 17. The Ministry of Labour *Gazette* reports that on August 1st, the cost of living prices were .71 per cent. above the pre-war equivalent and 2 per cent. above July 1st.



"My Dear, Our Home Is Like An Oasis In This Heat."

ALL FANS GREATLY REDUCED,

With the hottest part of summer still before us, the purchase of an electric fan is the wisest investment you can make.

## ELECTRICAL DEPARTMENT.

TH. HONGKONG HOTEL COMPANY, LIMITED.

## A LATE CONSIGNMENT

### DAINTY SUMMER DRESSES

JUST ARRIVED

WILL BE SACRIFICED AT EXCEEDINGLY  
LOW PRICES TO MAKE ROOM FOR  
OTHER GOODS

**MADELEINE PEARSON**

ICE HOUSE STREET.

Next Door to Cafe Wiseman

Tel. Ctl. 654 **HOP CHEONG** 55, Queen's Road, Central.

COMPLETE HOUSE FURNISHERS

DEALERS IN

**SWATOW DRAWN AND LACE WORK**

EMBROIDERIES, OLD MANDARIN COATS,

SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.  
INSPECTION CORDIALLY INVITED.

## FLYOSAN

Because it will not stain or gum anything  
and since it is non-poisonous to mammals, you  
can spray it directly on animals. For the same  
reason you need not be afraid of the children  
getting hold of it by accident.

Buy a Sprayer and a Tin of FLYOSAN and  
have for first time freedom from insects.

Insect and FLYOSAN simply cannot exist  
in the same house

## IT IS OBTAINABLE AT

A. S. WATSON & CO.

THE COLONIAL DISPENSARY.

THE QUEEN'S DISPENSARY.

THE CHINA DISPENSARY.

THE EDWARD DISPENSARY.

THE PHARMACY.

## NEW ADVERTISEMENTS.

## TO BE LET.

**TO LET.** European flats in Lee Building, Wan Chai Gap Road. Apply to 32 Kennedy Rd.

**TO LET.** Two office rooms centrally situated. Apply P.O. Box 259.

**TO LET.** Offices on 2nd Floor in Victoria Building, No 5 Queen's Road, Central. Also from 1st September Ground Floor suitable for Banking Business. Apply to Mr. Poom Kai Fung & Messrs. A. J. Lane & Co. same building.

**SPACIOUS** Offices on Ground Floor of No. 4 Duddell Street, newly fitted with teakwood Panels and counters; suitable for Banking and other Businesses. Electric Light Installation completed, Centrally located. Ready for immediate occupation. Apply to Box No. 184 c/o Hongkong Telegraph.

## FOR SALE.

**FOR SALE.** Child's pram makers Bolton, London, practically new, 15 in. wheels, Solid tyres. Plated handles. Splendidly upholstered. Price reasonable. Apply HAYTER, 15E Block, Victoria Barracks.

**FOR SALE** by private treaty valuable land at Kowloon with sea frontage having a total area of upwards of 97,000 square feet. For particulars apply to Johnson Stokes and Master, Solicitors, Prince's Building.

## THE HONGKONG JOCKEY CLUB.

**M**EMBERS wishing to subscribe for Subscription Griffins for the Annual Race Meeting 1924 will find lists posted at Hongkong Club, Jockey Club and Course.

## SPECIAL SALE



Very Low

Price

**ROYAL & CO.**

Footwear Specialists.

Tel. 3237.

1, D'Aguilar Street, Central.

## TO MERCHANTS OF THE MOTOR AND ALLIED INDUSTRIES.

Your attention is drawn to the advertising facilities offered by the Hongkong Telegraph's Motor Supplement which is the official organ of the Hongkong Automobile Association.

Our Advertising Department will be pleased to submit suggestions and quotations on application.

It is requested that copy be sent to this office not later than the Wednesday preceding publication.

## HONGKONG DEVELOPMENT, BUILDING &amp; SAVINGS SOCIETY.

The Promotor of the above Society (in formation) invites those interested in Building and ultimately owing a Home on Terminus that may be arranged to suit the means of all classes to call or send for a Form of Application to participate in a scheme of Dwelling House Construction.

FREDERICK ELLIS.

(Promoter).

No. 10, Ice House Street, Hongkong.

## NOTICE TO CONSIGNEES

EX M. V. "GLENLUCE"  
ARRIVED 4/1/21 from London.

H 3809 S 5 Bales  
Woollens.

Nos. 712/5 &amp; 717

3774—4 Cases Woollens.

Nos. 709/11 &amp; 716

The above mentioned goods, now lying unclaimed in The Hongkong & Kowloon Wharf & Godown Co.'s Kowloon Godown, will be returned to London at the end of one month from date, unless same are applied for before the expiration of that period.

JAKDINE, MATHESON & CO. LTD.  
Agents, "GLEN" LINE LTD.  
Hongkong, August, 15th, 1923.

## NOTICE

NINETY-SEVEN MARRIED MEN out of every hundred fail to leave their families above want at their death. This demonstrates the necessity for insurance. The results of insurance in the case of other three prove its value.

SUN LIFE ASSURANCE CO. OF CANADA  
15 Queen's Road, C. Hongkong.  
D.O. de SILVA,  
Actg. Manager

## THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUE FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

## THE Steamship

## "ALIPORE"

carrying His Majesty's Mail, will be despatched from this port at Noon on THURSDAY, the 23rd August, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bowhay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to MACKINNON MACKENZIE & CO., Agents.

Hongkong, 25th, August, 1923.

## HONGKONG HOTEL.

## GRILL ROOM

SATURDAY August 18th

## DINNER DANSANT

## SPECIAL ENGAGEMENT

OF THE

## NEW YORK SYNCOPATED

## ORCHESTRA

Dancing 8 p.m. Midnight.

Late Car to Peak 12.30.

Tables may be reserved.



## TOURING CARS H.K. \$1250

## SEDANS (WIRE WHEELS) H.K. \$1600

## TRUCKS H.K. \$1175

DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.

TRUCKS FROM OUR NEXT SHIPMENT.

ALL ELECTRICALLY EQUIPPED WITH STARTERS.

## ALEX ROSS &amp; CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR THE ABOVE

## Full Stock of Spares Carried

## VITTEL

(VOSGES)

COLD SULPHUR AND BICARBONATE SPRINGS CONTAINING SALTS OF CALCIUM, SODIUM AND MAGNESIUM

## CLINICAL INDICATIONS

PRINCIPAL THERAPEUTIC INDICATIONS.—The following diseases may be cured by the treatment at Vittel:

1. Gout.—All gouty subjects especially of the florid type and the torpid type with more or less prolonged attacks benefit by the cure. Besides the regular forms of gout, the treatment is prescribed for all its articular and other manifestations. Hepato-biliary disorders, congestion of the liver, migraine, neuralgia, phlebitis and periphlebitis, bronchitis, pharyngeal and ocular manifestations, and cases of goit with manifestations of early sclerosis hypertension and gouty albuminuria.

2. Renal, urinary, oxalic and phosphatic gravel.—This water acts by facilitating the movement of the gravel and by preventing its reproduction through local and general action. The cure is also prescribed with advantage in cases of gout with renal colic or attacks of lumbago.

3. Rheumatism.—The water has a marked effect on the rheumatic condition.

4. Skin Diseases.—The water is beneficial in skin diseases such as psoriasis, acne, eczema, etc.

5. Gynaecological Diseases.—The water is useful in cases of dysmenorrhoea, leucorrhoea, etc.

6. Respiratory Diseases.—The water is beneficial in cases of chronic bronchitis, asthma, etc.

7. Digestive Diseases.—The water is beneficial in cases of constipation, diarrhoea, etc.

8. Nervous Diseases.—The water is beneficial in cases of neuritis, neurasthenia, etc.

9. Other Diseases.—The water is beneficial in cases of hypertension, diabetes, etc.

10. General Health.—The water is beneficial in cases of general debility, etc.

11. Other Diseases.—The water is beneficial in cases of general debility, etc.

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**What is LOTOL?**

LOTOL is The New Germicide Disinfectant and Liquid Insect Vermin Destroyer.

*Spray LOTOL Freely*

Means sudden Death to:—  
Mosquitoes, Flies, Bugs, Fleas, Moths, Ants, Cockroaches, Silverfish, and every kind of Insect pest.  
For use in the Household, Hotels, Hospitals, Theatres, Ships, Public Conveyances, Stables, etc.

LOTOL is harmless to clothes or other fabrics  
LOTOL evaporates and leaves no stain.  
LOTOL will not injure polished, polished or metal surfaces.  
LOTOL does not leave any stains on walls or wall paper, and completely disappears in about 30 hours, at a temperature of 70 degrees F.  
LOTOL itself is non-inflammable but wood and fabrics saturated with it burn more readily.  
LOTOL does not contain any compounds of Arsenic, Strychnine, Cyanide, or Mercury; and though harmless to Man when used as directed, it is labelled "poisonous" to conform with the Poisons Act.  
LOTOL is made in Australia.

THE GENERAL COMMERCIAL CO., LTD.  
10, Des Voeux Road, Central.  
(Sole Agents for HONGKONG & CHINA.)

**PREScriptions**

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is unsurpassed. Have the doctor's prescription filled here and the result will be satisfactory.

**THE PHARMACY**

The Best Drug Opposite the Hotel.

**PIANOS FOR SALE OR HIRE**

Tsang Fook Piano Co.,  
Tel. 2127. 94a. Wanchai Road.

**PEAK TRAMWAYS CO., LTD.****TIME-TABLE**

(From 1st June, 1923.)

Week Days.	Sundays.
7.00 a.m. 7.18 a.m.	7.00 a.m. 7.10 a.m.
7.30 " to 8.00 " every 15 min	7.30 " to 9.30 " every 15 min
8.00 " to 8.20 " 10 min	9.30 " 11.00 " 10 min
8.30 " Non-stop.	11.15 " 12.00 noon " 15 min
8.37 " Stopping.	12.00 noon 1.00 p.m. 15 min
8.47 " Non-stop.	1.00 p.m. 2.30 " 15 min
8.54 " Stopping.	2.30 " 4.30 " 10 min
9.01 " Non-stop.	4.30 " 5.30 " 15 min
9.11 " Stopping.	5.30 " 6.30 " 10 min
9.20 " Stopping.	Stopping.
9.30 a.m. to 11.00 " every 10 min	Non-stop.
11.30 " 11.30 p.m. " 15 min	Non-stop.
12.40 " Non-stop.	6.40 " Non-stop.
12.47 " Stopping.	6.47 " Non-stop.
12.57 " Non-stop.	6.57 " Non-stop.
1.04 " Stopping.	7.04 " Non-stop.
1.13 " Non-stop.	7.13 " Non-stop.
1.29 " Stopping.	7.20 " Non-stop.
1.30 p.m. to 4.00 " every 10 min	7.30 " Non-stop.
4.00 " 4.30 " 15 min	7.37 " Non-stop.
4.30 " 6.30 " 19 min	7.47 " Non-stop.
Stopping.	7.54 " Non-stop.
6.40 " Non-stop.	8.03 " Non-stop.
6.47 " Stopping.	8.10 " Stopping.
6.57 " Non-stop.	Saturday—Extra Cars:
7.04 " Stopping.	12.00 Midnight.
7.13 " Non-stop.	Night Cars:
7.20 " Stopping.	Weekdays and Sundays.
7.30 " Non-stop.	8.50 p.m. 9.00 p.m. 9.30 p.m.
7.37 " Stopping.	9.30 " to 11.00 p.m. every 30 min
7.47 " Non-stop.	11.15 " 11.45 " 15 min
7.54 " Stopping.	Stopping.
8.03 " Non-stop.	Special Cars.
8.10 " Stopping,	BY ARRANGEMENT AT THE COMPANY'S OFFICE, Alexandra Buildings.
	Hongkong, 1st June, 1923.

**FRECKLES AND HIS FRIENDS**

Better Leave It Alone Willie!

IF YOU ENJOY REALLY GOOD COFFEE

BUY THAT WHICH IS SPECIALLY SELECTED AND FRESHLY ROASTED AND GROUND DAILY.  
THE EGRAECO-EGYPTIAN CO.  
11A, Queen's Road, Central.



SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACTYLENE AND  
ELECTRIC WELDERS.  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY LIMITED.

DRY DOCK LENGTH 787 FEET.  
LENGTH ON BLOCKS 750 FEET.  
DEPTH ON CENTRE OF SILL (LOWEST) 34 FT. 6 INCS.

THREE SLIPWAYS CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWATT  
CHINESE, JAPANESE & OTHER AGENTS.

Tel. Address—"TAIKDOCK" HONGKONG.  
TELEPHONE No. 321.  
CALL PLATE "T" OVER "ANS. PENNANT."

**P. A. LAPICUE & CO.**

We are offering the whole of our stock of:—

**CHOICE WINES,  
LIQUEURS and  
BRANDIES**

AT SENSATIONAL PRICES

FOR

**THIS WEEK ONLY**

UNSALE STOCKS AFTER THE 18th INST:  
WILL BE SHIPPED TO OUR HEAD  
OFFICE AT HAIPHONG.

**MAH-JONG!**

THE GAME WHICH HAS BECOME THE RACE OF THE WHOLE WORLD

Take a set home today and will quickly become an enthusiastic exponent.

We have the best selection in South China.

**SWATOW LACE CO.**

17 A, Queen's Road, Central.

**Manufacturers of—**

SILK EMBROIDERIES,  
SWATOW DRAWN WORK,  
LACES Etc., Etc.

TELEPHONE C.1468 (HUNG ON)

WE SPECIALISE IN EVERY FORM OF WHOLESOME ICE-CREAM.

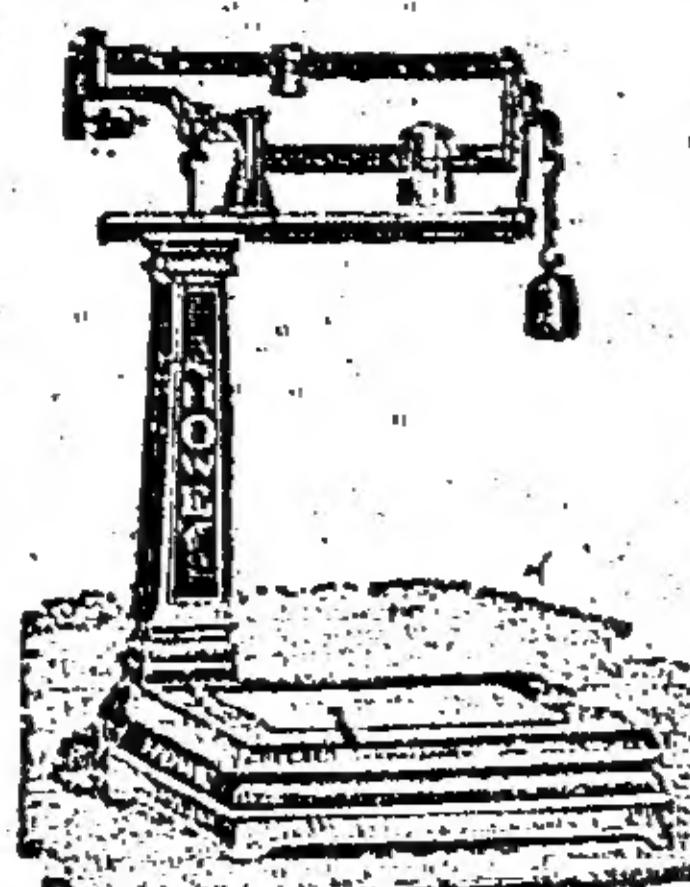
THE LATEST MACHINERY IS EMPLOYED TO ENSURE PERFECTION AND PURITY

**ION LOK YUEN**

Opposite Dragon Garage.

BY BLOSSER

**E. WHISKY**  
FROM THIS DATE—  
**ALL E. WHISKY**  
SOLD BY US IS  
GUARANTEED BOTTLED  
— AND —  
**MATURED IN SCOTLAND**  
**A. S. WATSON & CO., LIMITED.**  
WINE & SPIRIT MERCHANTS,  
ESTABLISHED 1841

**HOWE SCALES***The Standard of Excellence.***THE BALL BEARING WEIGHING MACHINE.**For all purposes.  
**MUSTARD & CO.**17, Connaught Road, Central.  
Tel. Central No. 1186.**The Telegraph.**

HONGKONG, 18th August, 1923.

**SALESMANSHIP.**

Someone has said that the more one studies simple psychology, the more apparent does it become that all life is a matter of salesmanship. Turning the thought over, there would appear some good grounds for thinking that this is so. For example, we "go out of our way" to please and hold our friends. That's salesmanship. We cultivate attractive manners, and commonsense demeanour, and patiently build up a reputation for honesty and reliability. All salesmanship. Instinctively we realize that we are here in this material life on a short trip, with certain qualifications of advantage to others and certain handicaps that hold us back. We concentrate to overcome the handicaps and develop the qualifications. That's salesmanship—the super-applied-science. The same point was recently made by a professor of applied psychology when he stated that nature has taught every man to be a salesman when it comes to making love—that is why he always endeavours to be at his best in his finance's presence and puts on polished manners and a most pleasing smile. Courtship, indeed, has been described as the original form of salesmanship.

As we ponder this discussion of salesmanship as a vital part of every human life, two thoughts occur to us. One is that it would be an excellent idea for boys and girls to receive, some time or other in their education, a practical course in the fundamentals of the psychology of salesmanship. We can have much productive ability, but without the ability to market it we are destined to be candlelight under a bushel. The second point is that salesmanship applies to nations as it applies to individuals. Amiable foreign relations are a matter of salesmanship, and it might be a good idea to let the sales engineers try their hand at so-called diplomacy—usually the science of selling gold bricks and then trying to keep the buyers satisfied. These are a few thoughts as they occur to us. Perhaps our readers have their own ideas on the subject.

**Ellis Island Conditions.**

The report by Sir Auckland Geddes on conditions at the United States immigration station at Ellis Island has excited but little criticism by one American paper, and praise from others. We think there can be no question of the propriety of the British Ambassador stating plainly the evils of a station which largely concerns British nationals. We have had several complaints, during the past few months ventilated in the Home newspapers, one in particular coming from a lady well-known to the public, whose unfortunate lot it was to be detained at Ellis Island quarantine station pending formal enquiries. Eventually Sir Auckland Geddes has investigated conditions for himself, and we gather that his revelations will come as a surprise to most Americans as well as others who read of the state of affairs he so clearly describes. He is careful not to blame the officials at the station for conditions over which they probably have little control, but he does not restrain himself when the necessity for strong criticism arises. "In practice the present detention arrangement pending hearing of appeal against deportation is diabolical." That is a scathing phrase, coming from a man whose bona fides are unquestionable. No doubt these revelations to a wide public will have the effect of bettering the conditions to a great extent.

**Malaria and Quinine.**

The prevalence of malaria in various parts of the Colony, and the prophylactic measures that have been urged, as well as the use of quinine, as the basis of all curative treatment, lends special interest to a current medical discussion of the best means of administering this drug. It would seem that a great deal of unfortunate experimenting has been indulged in, with resultant discomfort, and even acute suffering, to patients. It is becoming generally recognised that injections of quinine cause bad after-effects, and the practice of so treating even grave cases is falling into disuse. We knew of a case where a patient was temporarily blinded by a quinine injection. A recent issue of the *Journal of Tropical Medicine and Hygiene* gives an extract from the report of a doctor in the Malay-Peninsula who has proved that the administration of quinine by means of an enema, recommended by a member of high medical authorities, is both dangerous to the patient and acutely painful, causing much prolonged suffering without curing the malarial conditions. After all, the good old method of swallowing the drug, and waiting for it to take effect in its own time, appears the best; and we are glad to see that medical science is prepared to discard newfangled methods where they prove obviously unsatisfactory.

**Appreciated Help.**

Letters were received from the Hongkong Engineering and Construction Co., Ltd., and the Hongkong and Whampoa Dock Co., Ltd., expressing willingness to assist in transport work, the former by placing at the disposal of the Committee a motor truck on August 25th, and the launch on September 2nd. These offers were much appreciated.

**Other Matters.**

Several other matters dealt with, including detailed arrangements in connection with the Acceleration Test and Hill Climb, it being decided that the former shall be taken as the flying start of the latter; competitors to make the run straight through. Printed instructions will be given each competitor on these matters.

It was also resolved that, in the event of the typhoon signals being up on Friday, all events will be moved forward one week.

**THE MOTOR TRIALS.****Details of the Entries.**

At a meeting of the General Committee in connection with the forthcoming local motor car and cycle trials, held in the offices of the *Hongkong Telegraph* last night, Mr. C. D. Lambert presiding, much satisfaction was expressed at the large number of entries sent in for the various events.

**Cars and Cycles.**

It was reported that cars and cycles of the following makes had entered:

Cars—Oldsmobile, 5; Studebaker and Oakland, 3 each; Buick, Chandler and Chevrolet, 2 each; Crossley, Calcott, Jordan, Overland Willys, Essex, R. V. Knight, Humber, Maxwell and Citroen, one each.

Cycles—Indian, 14; Harley Davidson, 8; Henderson, 6; Triumph, 5; Neracar, 4; Ace and A.J.S. 3 each; Douglas and B.S.A., 2 each; Ivy, New Imperial, Royal Enfield, Phelan, and Moore, Rudge Multi, Levis, Sun Vitesse and O. K. Junior, one each.

**Prizes.**

The Hon. Secretary (Mr. P. M. Hodgeon) reported the receipt of silver cup from the Union Trading Company, on behalf of the Motor Union Insurance Co., Ltd., of which they are agents, and this was allotted to the Petrol Consumption Test for cars of unlimited horse-power. The receipt of cups from the Asiatic Petroleum Co. and the Standard Oil Co. was also reported. These were not allotted, it being decided to await the receipt of further expected trophies before making the final allocations.

It was announced that there would be first and second prizes for each event.

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**DAY BY DAY.****PRESENT FEARS ARE LESS THAN HORRIBLE IMAGININGS.**  
Shakespeare.

Tenders are being invited for the construction of a hardwood pier at Blackhead's Point, Kowloon.

The names of Mr. Iu Tak-chung, Mr. A. J. Lane and Mr. J. L. Adams have been added to the list of Authorized Architects.

We regret to announce the death of Mr. Hoh Hiu-lau, the acting General Secretary of the Chinese Y.M.C.A., which took place this morning at his residence, 27 Bonham Road, after a brief illness. The funeral leaves the house for Pokfulum Cemetery at 3.30 p.m. to-morrow.

The attention of golfers is directed to the fact that Messrs. Mackintosh and Co. are at present showing a special display of golf houses. They have some 400 pairs in hand, just purchased at a specially favourable rate, and are offering them at \$1 per pair. Ordinarily the price would be at least \$6.50. The quality is everything that could be desired.

**THE STAR.****Hunting Big Game in Africa.**

"Hunting Big Game in Africa," the famous wild animal film taken during a two and a half year tour through the Dark Continent, is being shown over the weekend at the Star Theatre, Kowloon. This production ran at the Coronet for a week, drawing record houses the first few nights. It proved one of the finest films ever screened in the Colony and was probably seen by more people. H. A. and Sidney Snow, the two intrepid American explorers faced constant danger to secure this splendid production. During their stay in Africa they succeeded in filming practically every variety of wild animal, the jungles and plains hold, and some of the "close-ups" they obtained are wonderful examples of skill and daring. "Hunting Big Game in Africa" is Nature in the screen. It is educating, interesting, thrilling and amazing.

**THE BANDIT OUTRAGE.****Irish Priests Escape.**

(Our own Correspondent.)

Shanghai, Aug. 18.

A later Hankow report shows that the Irish priests, McHugh and Ward, escaped by wearing Chinese clothes. The London Mission Hospital and structures were burned, not the Catholic Church Hospital, which is reported not to have been burned. It is believed there are no foreign captives, but more than hundred Chinese were kidnapped.

**Bulls and Inners**

From the Office Butts.

There is no truth in the rumour that, in consequence of the new work-shy. One man advertises that he wants something more to do after office hours.

Another man in Hongkong would like to get into communication with probable employers before his present contract expires two years hence. There is nothing like taking time by the forelock.

A London policeman is now singing in grand opera. A Kowloon one is now taking correspondence lessons on the saxophone. So that's all right.

Motor racing perils are nearly always the pedestrian's. Keep to the pavement.

They do take care of these Peak trams. A new regulation provides that "no person shall spit in, on, from, or against any carriage."

The Bhoys declare that the cost of living in Hongkong is high, but worth it.

It is suggested that one of the events at the forthcoming trials should be for brokers' rickshaws, weight for inches. We know who would win!

Many a Hongkong man lives where he sleeps, but there are quite a number who don't sleep where they live.

What about an acceleration test for some of our chit coolies?

We know a man who would easily win the consumption test if they were only using another kind of spirit.

Somebody in the Colony wants a bicycle that is both "fairly new" and "in good repair." He is a pessimist.

Isn't it funny that Hongkong women with the most clothes seem to wear the least?

It's calculated that ninety per cent. of our cuss words were invented by Hongkong people trying to keep cool in August.

A man named Karlpusnuelerlerler, recently arrested in the States, was so drunk that he couldn't even pronounce his name.

At a Volunteer shooting competition in Singapore, the winners were "three pints" ahead of the second team, according to one of the local papers. We recommend that fact to "Pussyfoot" and his followers.

Stucco covers a multitude of sins.

"Commercial Fly," says a heading in a Canton newspaper. Interested in the spread of disease, we suppose.

Some ungaZettled honours: The annual report of the Alice Memorial Hospital contains the following names amongst the General Committee: Hon. Mr. Stevenson, Hon. Mr. W. B. Walker and Hon. Mr. A. E. Wright.

Canton wants to go fifty-fifty with us. A shandy-gaff, with Canton supplying all the gaff?

"Was Adam a Chinese?" asked the South China Morning Post. While we cannot answer this poser, we believe that it was Eve who made Man dari.

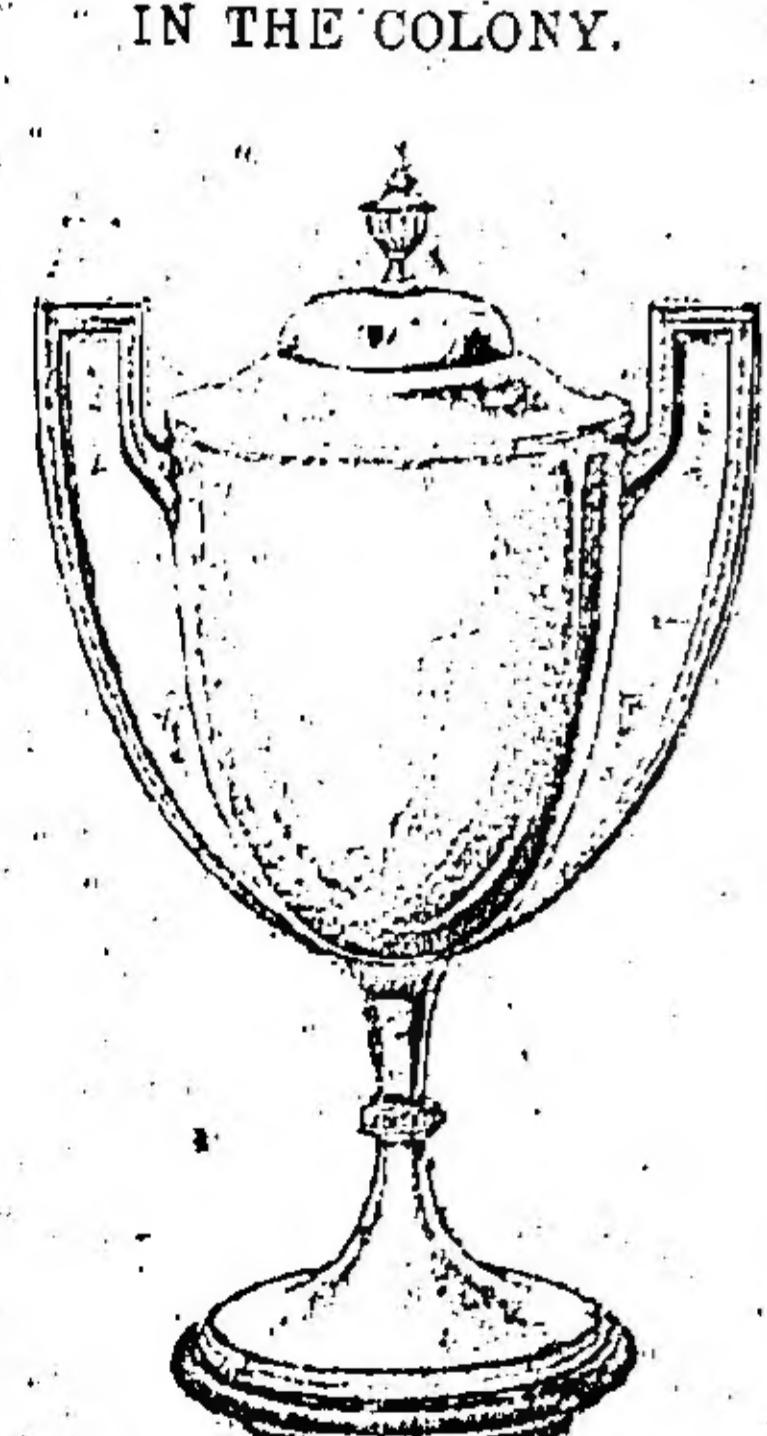
If the Garden of Eden was in China, then Eve gave Adam the orange pip, and not an apple.

A vocalist who has come well to the fore in the States is Miss Sigrid Onegin. We trust she will never taste the bitters of failure.

Keepers of certain small hotels in the Colony will now render the old tag: "Nihil potest nisi quod de jure potest."

A diver "at present engaged" is seeking a new contract. We presume he would be quite prepared to come to surface to talk matters over with prospective employers.

According to the Post, there is a local flat to let for exactly "two minutes." The drawback is that by the time you got to the ferry, your lease would have expired.



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\$7.50  
To  
\$425.00

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LANE, CRAWFORD LTD.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

Saturday, August 18th, 1923.

(Being the Official Organ of the Hongkong Automobile Association).

## LOCAL MOTOR NOTES & NEWS

In deciding to publish a special Motoring Supplement once a week, the Telegraph is largely influenced by the growing popularity of motoring in this Colony. This Supplement, which will make its appearance every Saturday, is to be recognised as the official organ of the Hongkong Automobile Association, whose members will find in these columns all intimations which the Association wishes to bring to the notice of its members. Our aim will be to make the Supplement a medium of useful information to all classes of motorists, and with the aid of illustrations and well-selected reading matter we hope to make it progressively attractive as time goes on.

We are particularly anxious that matters of local interest shall be discussed in the columns of the Supplement. In this connection, we invite our motoring readers to send in to us any comments regarding local motoring subjects which they think worth bringing to notice. The letter which we to-day publish from "Traveller" is a case in point of the type of suggestion which should prove extremely useful. We commend to the authorities the views which he expresses. Something in the nature of way-side "rest houses" in the New Territories would be greatly appreciated by the motoring public. A break on the road would be most welcome to many motorists who are a trifle tired of merely running out to the old spots and then returning after a few hours stop.

Motors will also doubtless learn with interest that we have arranged with a local expert to supply answers to any motoring questions upon which readers may wish enlightenment. There are local conditions affecting motoring here which do not apply everywhere, and our "Scrutator" (that is the *nom de plume* which our contributor will use) has had very many years experience in Hong Kong, the information which he undertakes to give in reply to queries should be of distinct value. All enquiries should be addressed to "Scrutator," c/o Hongkong Telegraph and should be sent in as early in the week as possible.

For the benefit of the motoring public, we give the following arrangements made by the Hongkong Automobile Association with the Star Ferry Company, Limited, whereby a launch and lighter will be at the disposal of the Company on Public Holidays and on Sundays for the transport of motor cars across the Harbour:

Leave Hongkong.	Leave Kowloon.
10 a.m.	9.30 a.m.
11 "	10.30 "
Noon.	11.30 "
6 p.m.	5.30 p.m.
7 "	6.30 "
	7.30 "

During the time local typhoon signals are hoisted the service will be entirely suspended.

The Hongkong Automobile Association will be issuing an attractive handbook to its members towards the end of the year. This will be a fine advertising medium for those wishing to push their cars or cycles.

Have you joined the local Association? If not, you ought to apply to the Hon. Secretary for an application form. Gasoline

may be obtained by members of the Association at the following reduced rates:

8 Imperial gallons	\$8.20
4 "	4.10
2 "	2.10
1 "	1.05

Any complaints should be addressed to the Hon. Secretary of the local Association.

The local Association is shortly expecting from England a handsome badge for its members, based on the R.A.C. Associates' Badge. The Association has also just concluded an agreement with the Automobile Association & Motor Union whereby members of each Association may become members of either at a reduced subscription of 25 per cent. of the annual fees, and all initiation fees waived.

Did you know that certain insurance Companies here will insure your car or cycle at a reduced premium if you are a member of the Hongkong Automobile Association?

The Castle Peak Road will probably be open to through traffic by the end of the month.

Those who scoffed at the idea of local motor cars and cycle trials and predicted that there would be a very limited entry, will now have to admit that they were sadly astray in their calculations. The number of cars and cycles entering has exceeded even the most sanguine expectations. They are as follows:

Motor Cars	25
Motor Cycles (Solo)	38
Motor Cycle Combinations	17

Total 80

In actual fact, there are no fewer than 200 distinct entries for the various contests, this being explained by the fact that many competitors have decided to compete in several events. A contest in each event is assured, as in no case is the entry below the minimum of six recently laid down by the Committee. The number of competitors entering the various events is as follows:

Event No. 1	14
" 2 "	18
" 3 "	14
" 4 "	19
" 5 "	62
" 6 "	12
" 7 "	2
" 8 "	8
" 9 "	16
" 10 "	8
" 11 "	17

It should be explained that Event No. 5 for which there are no fewer than 62 entries, is the Fuel Consumption Test, which is open to cars, solo cycles and cycle combinations.

With such a magnificent response, the success of the trials to be held on Saturday, 25th instant, and Sunday, September 2nd, is absolutely assured, provided the weather is fine. There will on those two dates be such a gathering of motor vehicles in the New Territories as has never been seen before. Rivalry will no doubt be keen and it cannot be doubted that the first trials of the kind ever held in the Colony will be extremely interesting and exciting as well.

On the first date mentioned (that is, Saturday next), the

### MOTOR PICNICS.

#### Hongkong's Need of Rest Houses.

We have received the following letter for publication:

Sir,—As a comparative stranger to your delightful locality, I should like to make a suggestion, if I may, concerning the New Territories, from the "motorists' convenience" point of view.

Hongkong justly boasts of its

### HONGKONG'S TAXIS.

#### Tamper-Proof Taximeters.

When Hongkong's taxi service is in full swing, as it will be very shortly, the taxicabs plying for public hire will be fitted with the "Tampou" patent taximeter, which is guaranteed to be tamper-proof. The Hongkong and Kowloon Taxicab Company has ordered a consignment of eighty of these taximeters which are British-made, and which have been endorsed by Scotland Yard.

These new taximeters will make it impossible for the public to be victimised by unscrupulous drivers. They have an outside casing made in one, complete casting, and all fittings are placed so that no nuts, bolts or screws are on the outside of the cover. Therefore the use of such things as nails, wire and strings will not be possible. These taximeters have been adopted by the Police in Bombay and Calcutta, and a demonstration which was recently given before the Calcutta police showed that it was impossible to manipulate them, as in the case of many taximeters.

#### The New Taxis.

A representative of the Hongkong Telegraph was given an opportunity of testing the comfort of the new taxis on a trial run on Wednesday last, and was much impressed with the many excellent features presented. Although the machine in question was only unpacked the night before, its initial performance was perfect in every way. One pleasing feature is the "Hartford" shock absorber, which eliminates bumping and jarring—even over very rough roads. The fact that this device was adopted on all cars recently competing in the French Grand Prix Meeting, is in itself eloquent testimony. Electric lighting is installed for headlights and bracket side lamps, as well as for the interior of the carriage.

On account of the hilly nature of the Hongkong district, special gears have been fitted which will ensure reliability and comfort when climbing steep gradients.

The upholstering and fitting is most attractive, the window frames being of a special aluminum alloy and being fitted with an extremely simple sliding arrangement.

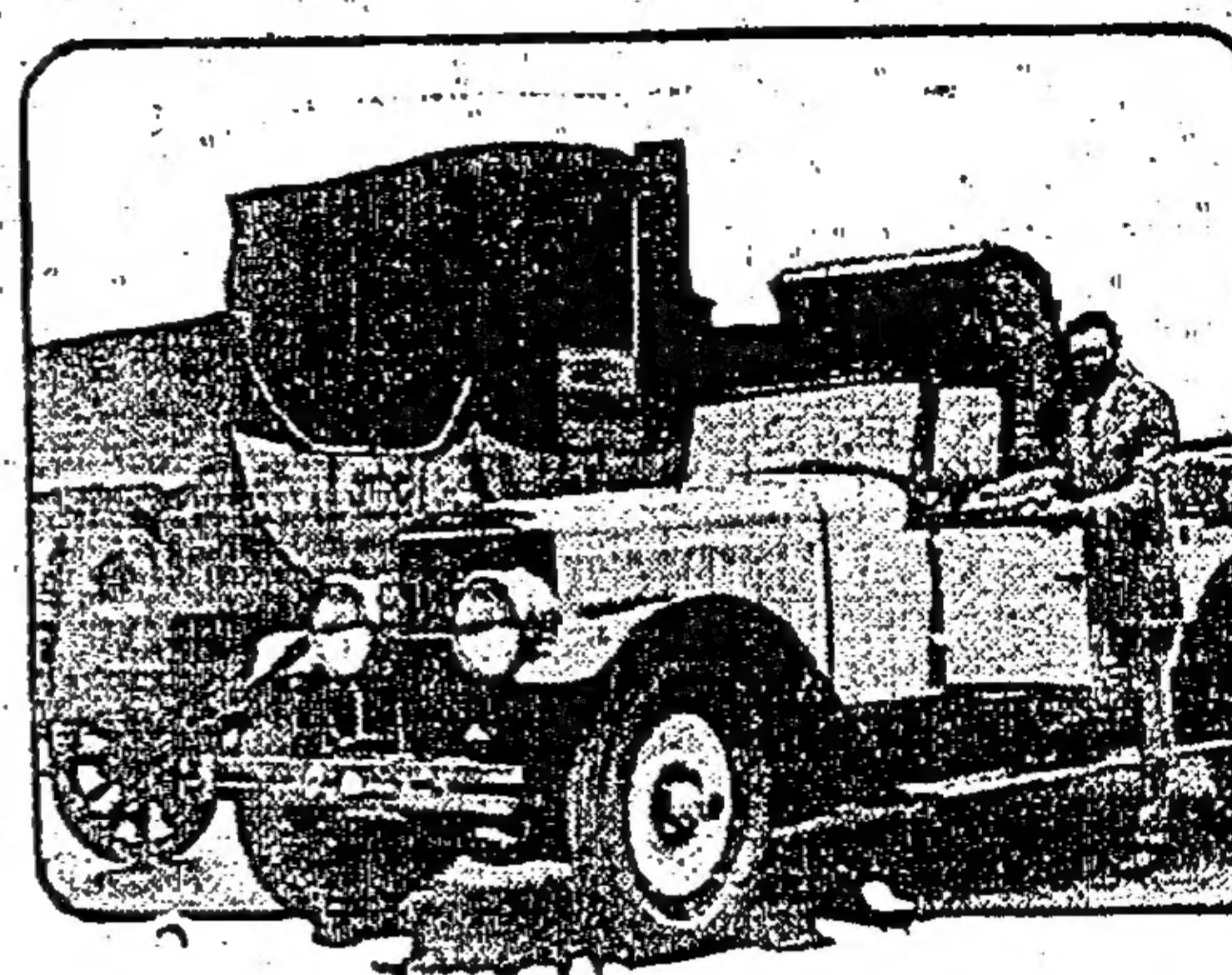
In appearance, the Hongkong taxi represents a miniature limousine and reflects great credit on the manufacturers as well as being a tribute to the Company which has had the enterprise to provide a taxi service for Hongkong of which any city in the world might well be proud.

### HE'S MOVING!



Antonio Gaudino, in the great motorcycle race at Buenos Aires, which he won, covering 347 miles in 7 hours 48 minutes.

### STEAM CAR PROGRESS.



### CORD TYRES.

#### New Methods.

##### Tests Prove Their Economy.

Some very interesting tests have recently been undertaken in the laboratories of the Dunlop Rubber Company regarding horse-power consumption of cord tyres as compared with canvas tyres—that is to say, tyres whose fabric body, on which the rubber cords are placed, are built up with cord fabric and canvas fabric respectively. The tests were conducted in such a way that the conditions were under full control and were constant for each type. The results obtained are of considerable significance and the details on the 820 x 120 mm size at different pressure are given as an example:

Pressure (lb per square inch).	Horse power consumed by cord tyre.	Horse power consumed by canvas tire.
60	2.05	2.65
40	2.95	3.05

This result may also be expressed in a simple way by taking the horse-power consumption of the cord tyre at 100 in both cases. From this it will be seen that at the pressure of 60 lb. in the tyre, if the cord tyre consumption of power is 100, the canvas tyre consumption is 130—an increase of 30 per cent. At 40 lb. pressure, if the cord tyre consumption is taken as 100, the canvas tyre consumption is 104—an increase of 4 per cent. What this actually means to the user is that if the four tyres on a car are taken all running under the same conditions and all having a pressure of 60 lb. for a suitable load, the total horse-power consumption would be 8.2 for the cord tyre and 10.8 h.p. for the canvas tyre at a given speed and load. This gain of 2.4 h.p. to the car as a whole, due solely to the difference in the type of tyre used, cannot be reflected in the petrol consumption. Naturally, the actual saving in petrol varies under different conditions, but at the same time some credit must be given to the present admirable low consumption of fuel by cars generally being due to the cord tyres which are now being universally fitted. At present few British motor-vehicles fit straight-sided tyres, as the standard rim of this country is of the beaded edge or clincher type. Possibly in the next few years all the heavier and more powerful vehicles will be fitted with straight-sided type, and may show a still more improved running by the tyres absorbing even less power from the engine.

The research work of the United States Rubber Company has been directed towards a method of construction which would eliminate the inherent faults present in building a casing on an iron form, rounded to the shape of a tyre. After countless experiments had been made, it was finally found that by building the tyre flat on a collapsible steel drum, and subsequently bringing it to shape by inflation, the ideal cord tension conditions were obtained. The soaping machine, by inflating the casing as a whole, each unit in the construction being distended from an identical state of non-tension to one of equal tightness, preserves the relation of the individual cord. In the manufacture

### A NEW CAR.

#### Recent Test in Ceylon.

Writing from Colombo, Mr. F. C. Pullinger, C.B.E., M.I.A.E., managing director of Arrol-Johnston, Ltd., says:

"I have been here now one week and have tested the first sample 'Empire Model' Arrol-Johnston. This car is the result of my world experience and is so far quite satisfactory. It will do 45 miles per hour on top gear and gets away quickly. It is smooth running and vibrationless. The car was driven from Colombo to Kandy, Kaduwa to Nuwara Eliya, Nuwara Eliya to Colombo—230 miles.

"The outward journey was done in 5½ hours running time, the car climbing Ramboda Pass (11 miles) in 37 minutes without losing one drop of water or showing the slightest sign of heating. Petrol consumption 18.33 M.P.G. throughout entire trip. Oil consumption is at least 1,500 miles to a gallon.

"The whole journey was done without taking one single risk either to passengers or third party. The car was fitted with Dunlop Cord Tyres and did the road at every corner. It is a well-finished, comfortable, five-seated, gentleman's carriage.

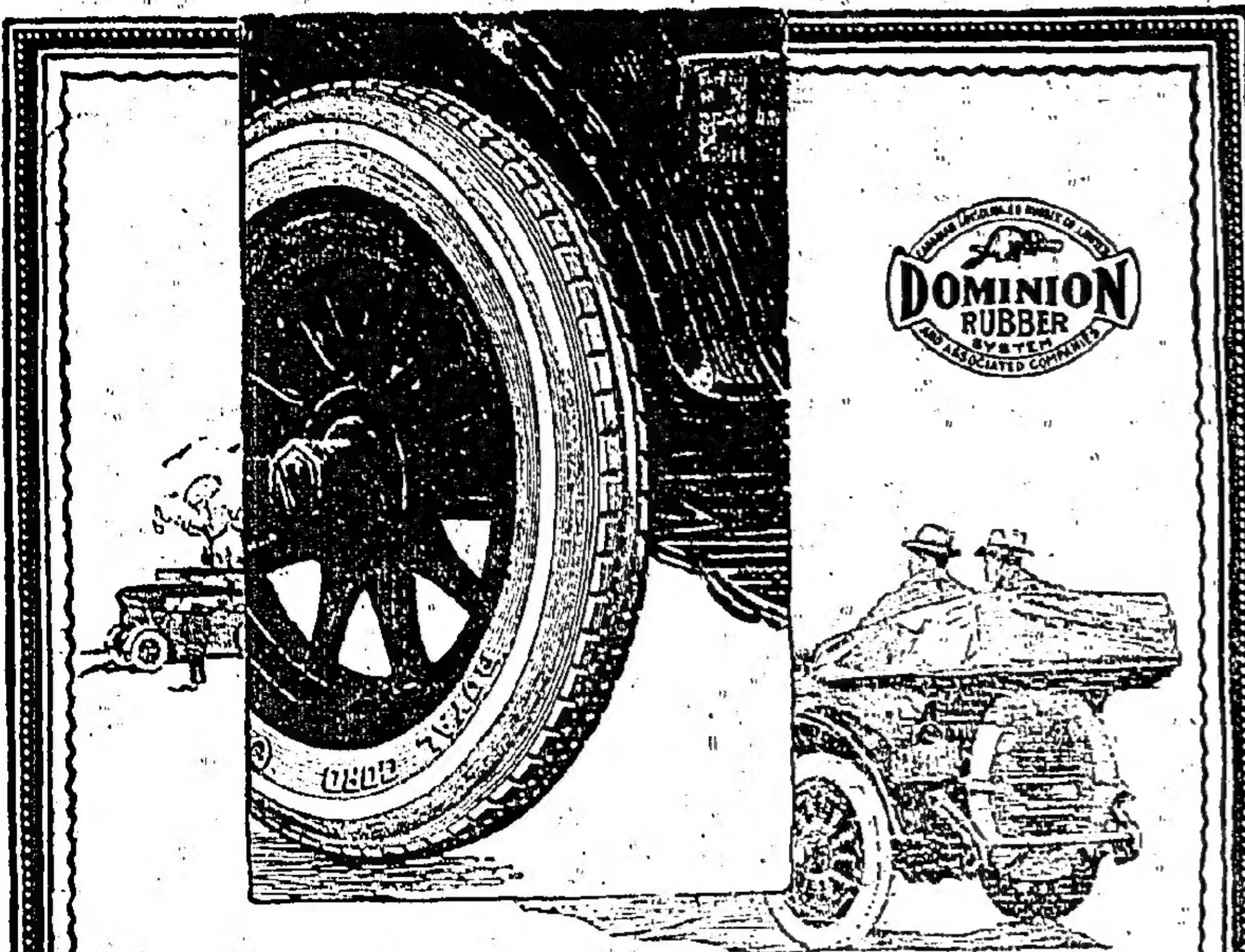
"The Ramboda Pass starts from 3,500 feet above sea level and rises to 7,600 feet above sea level. The 11 miles spoken of is for the first part, a succession of hair-pin corners and an average gradient of one in eight and then the road is a less gradient, varying from one in 20 to one in 15 with one or two places one in 10. It is no place flat and the corners are for the most part blind and their number is legion. We climbed all the way on third speed as this was the fastest gear and we were trying for time. The car would have climbed on top gear a great part of the second part of the hill, but would have been slow. The engine of the car is 85 m/m bore and 130 m/m stroke. I intend to increase the bore to 90 m/m and the stroke to remain as at present. This is being done and the first samples will be ready for shipment as soon as I get home—about the 15th. of September. I am most satisfied with this sample, which, by the way, was fitted with a back axle 4.5 to 1 gear ratio. I had a spare axle sent out 4.75 to one and this is the axle we did the climb with. I do not think it will be necessary to fit 3 to 1 for Hongkong and will send out 4.75 to one."

The Hongkong Hotel (Motor-Department) are agents for this well-known British car. The first of these touring cars has been shipped from Home by the a.s. Elpenor, which left for Hongkong on the 11th instant.

### A New Fuel.

Another fuel to save pennies for the motorist! This time it is eucalyptus oil, heretofore used mainly in medicinal preparation. A British Army transport officer, now in Australia, reports he has succeeded in using this oil as a motor fuel. He made 36 miles on a gallon of this oil, he states. Besides, the oil acts as a decarbonizing agent!

of tyres by this method, this factory uses its new web fabric made of cords, which have been given a bath in rubber latex—i.e., pure liquid rubber in the form in which it comes from the rubber tree.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

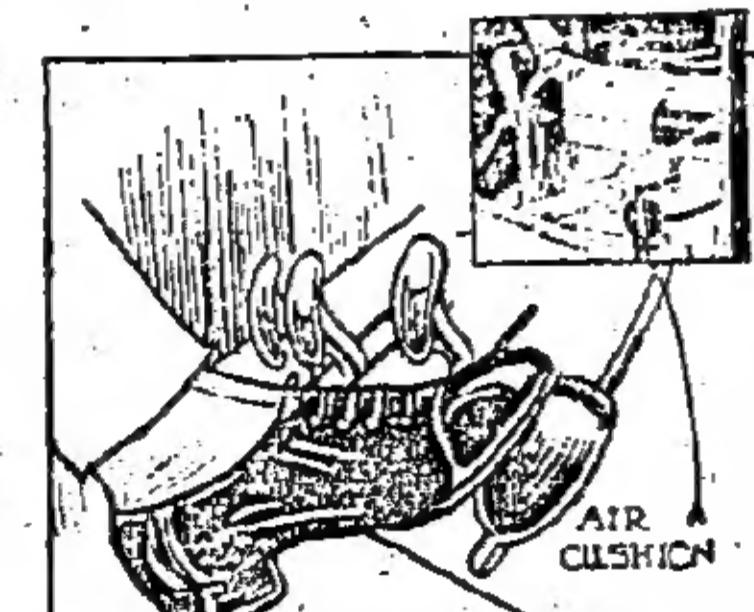
ALL SIZES IN STOCK  
COMPETITIVE PRICES  
Sole Agents —

## HONGKONG HOTEL GARAGE Royal Cord A Dominion Tyre

### NEW INVENTION.

#### Air Bulb Accelerator.

Instead of the metal pedal accelerators which are being put out for a popular small car, a form of air cushion pedal has been invented. It is said to take up shock, especially while going over



bumps, and thus produce more even supply of fuel. When the bulb pedal is pressed, an air cushion beneath the steering column expands and moves the rod extending to the carburetor. When the foot is taken off the bulb pedal, the air cushion contracts and the rod is drawn back.

#### MOTOR GEAR RATIO.

How to Figure It Out.  
By the term "gear ratio" is meant the number of revolutions a driven gear makes in relation to its driver. If the driving gear turns twice to each turn of the driven gear, the ratio is 2 to 1. The size of the gears is immaterial; it is the relation between the number of teeth in the two gears which determines the ratio.

On an automobile running in high gear, the transmission ratio, which is the ratio between the number of revolutions of the crankshaft and the driveshaft, is 1 to 1. On second or third gear the ratio is slow: the driveshaft will turn slower than the crankshaft. The rear axle ratio is the ratio between the drive shaft and the rear axle. To calculate the gear ratio divide into the number of teeth in the driving gear into the number of teeth in the driven gear.

To find the total gear reduction between the crankshaft and the rear axle, multiply the transmission gear ratio by the rear axle. The same rules apply to chain-driven trucks, the number of teeth on the sprockets being used. On worm-driven trucks, the number of "leads" or "starts" on the worm divided into the number of teeth on the worm wheel gives the rear axle ratio. The gear ratio of any car has an important bearing on both the speed and power. A car with a 4 to 1 ratio will have, with a 3 to 1 ratio, the same engine more power but less speed than a car being used. —*Automobile Digest*.

### OFFICIAL R.A.C. CAR TRIALS.

#### Why Not Increase the Average Speed?

Is it possible to effect an improvement in the method of running the Royal Automobile Club trials? asks Capt. E. de Normanville in the *Daily Chronicle*. And if it is possible, is not the present time peculiarly suitable for effecting that improvement?

Before we go any further let me make it quite clear that I am not criticising the R.A.C. methods of running their official trials. From fairly intimate knowledge I should say that few official tests of any character equal the absolute impartiality or the complete integrity of the R.A.C. trials.

In a word, they have made a world-wide reputation which is wholly above reproach or suggestion of improvement.

It is from an entirely different angle that I suggest an improvement—an angle due to circumstances over which the R.A.C. has no control. But for all that, the improvement is none the less desirable.

#### That Legal Average.

Have you noticed how all these R.A.C. tests are run at an average speed of just under 20 m.p.h.—generally about 19.6 m.p.h.?

Of course, it is our grandmotherly legislation which is at fault. Though every motorist in the kingdom exceeds the 20 m.p.h. mark every time he goes out—including the higher police officials, magistrates, and other law luminaries—that is still our legal maximum speed. Isn't it delightfully Gilbertian?

But because of the too-lazy-to-alter-it-inanity, the R.A.C. feels that it should not return the speed of an official test above the 20 m.p.h. mark.

And the feeling reflects every credit on the club. The strict adherence to that principle has undoubtedly been wise in the past.

But I venture to ask whether nowadays it is not pandering too much to susceptibilities which no longer exist? Are we not all becoming "motoringly" more sane in our old age?

#### Illegal Legality!

Having been so nice and polite to the R.A.C. so far, I think I may now raise one little point on the other side of the fence. Their precept and practice are not quite correlated!

If you return an average speed of 19.6 m.p.h. on any ordinary road trip, it is about ten million to one that you have had to exceed the 20 m.p.h. mark to do it. Am I right, sir?

Consequently, whilst the official R.A.C. speed returns look most "legally legal," we all know quite well that appearances are deceptive! Getting down to our "muttons," the might of the law is really broken on every occasion. And quite right, too!

I ask why the R.A.C. should not go a little farther—always maintaining a speed strictly in accord with the welfare of all road users. Is it really necessary to give results at speeds which vary from normal practice?

#### Normal Speed Wanted.

Motor-cars are very temperamental affairs. And so are the drivers of motor-cars. The ordinary sane driver likes to average about 25 m.p.h. He often tells you that he does a good deal more, but normally he only thinks he does.

If the R.A.C. tests were run so as to return an average speed of 25 m.p.h. they would be of incalculable greater utility to every one concerned, more especially to the public.

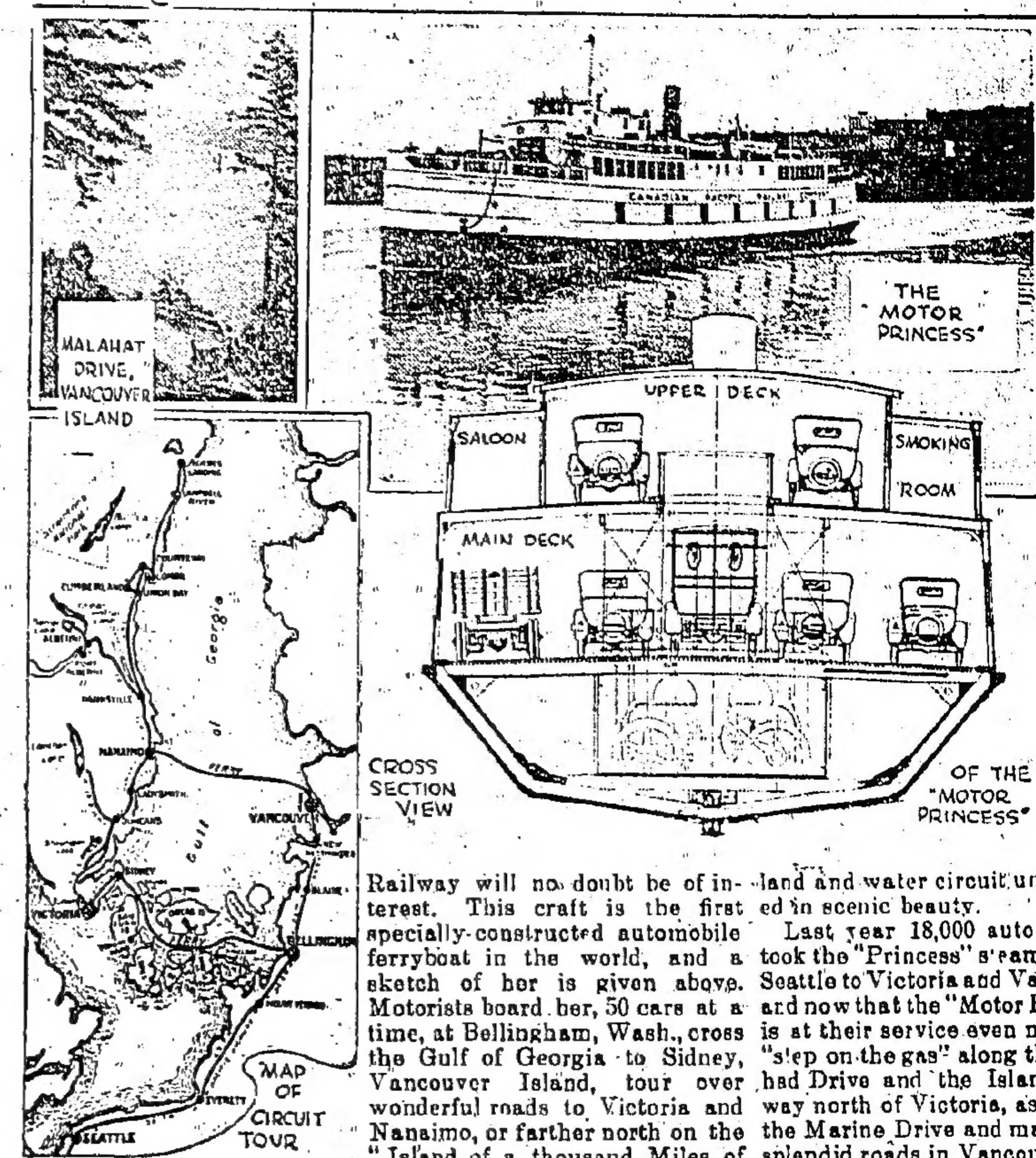
You treat a car too lightly when you only average 19 m.p.h. In fact, that is just about the speed at which the normal car is least likely to show trouble.

The object of R.A.C. tests should be to prove the worth of a car when driven in accordance with normal driving conditions. An average speed of under 20 m.p.h. is abnormal. Therefore such tests are robbed of their greatest utility.

It is a known fact that an average of 25 m.p.h. can be achieved on ordinary trips with complete safety. Has the time not arrived when we should have such trials?

### MOTOR FERRY BOATS.

#### Take Fifty Cars at a Time.



Railway will no doubt be of interest. This craft is the first specially constructed automobile ferryboat in the world, and a sketch of her is given above. Last year 18,000 automobilists took the "Princess's" steamers from Seattle to Victoria and Vancouver, and now that the "Motor Princess" is in their service even more will "step on the gas" along the Malahat Drive and the Island Highway north of Victoria, as well as the Marine Drive and many other splendid roads in Vancouver.

The "Motor Princess" is a staunch craft 170 ft. long and 42 ft. wide, with decks 11 ft. high. She is driven 14 knots an hour by two 600 h.p. Diesel engines and there are ample observation and smoking rooms, etc., for the comfort of passengers during the three-hour trip between the States and Canada.

### ODDS & ENDS.

#### Disappeared.

Suddenly turning a corner in a country lane in a part of rural England recently, a motoring party came upon a forlorn-looking individual standing in the centre of the road, wearing dust coat and goggles and holding a cranking handle in his hand, intently gazing up into the foliage of a tree by the roadside. Out of sheer curiosity the tourist party stopped and enquired what was the trouble. "Well," replied the stranger, "you see I was just cranking up my flywheel when the darned thing flew off the handle and has got lodged up in that tree!"

#### Cleaning the Engine.

So far as the magneto timing is concerned, the usual mechanic's phrase is as sound as it is vernacular: "Bung it up till it kicks." In King's English, give as much magneto advance as the engine will stand.

The plugs must be of good make, capable of standing the hotter spark due to the good magneto advance. Many ordinary engines have valve caps which invite an extra set of spark-plugs. Tap the valve caps,

wire up a second set of plugs in series, and get the extra 10 per cent. of power which the addition will probably give you.

How much "hotting up" can be obtained from varying the valve setting depends upon the engine and camshaft design. You must write to the manufacturer about this.

#### "Home-Made" Machine's Success.

A machine ridden, designed and manufactured by one man has won the Isle of Man tourist trophy race for lightweight motorcycle—the most important contest for this class held in the British Isles. Over a 226½ miles course, abounding in hairpin bends, J. A. Porter, a comparatively little-known motorcyclist, rode his bicycle through boisterous wind and heavy rain at an average speed of 52 miles an hour. Porter—a native of Edinburgh—has called his machine the New Gerrard. For the first lap of the race he established a new speed record. The side-car race, later in the day, was won by Dixon, on a Douglas, at 35 miles an hour.

#### A Good Sport.

Motorists and other sportsmen will learn with interest that Major Stenson Cooke, the well-known Secretary of the Automobile Association and Motor Union, London, has placed the seal upon his fencing successes by winning the British Amateur Foil Championship, at Bertrands Fencing Academy, London. Cooke, who defeated all his opponents in the Pool, was placed second last year in the same Championship, and fourth the year previous. This was his eighth appearance in the Final Pool, ranging over the last twelve years.

Cooke, who was in the British International Foil Team at the Olympic Games in 1912, won the Officers Sabres at the Royal Tournament in 1897; and the Officers Foils in 1902. He was second in the services Foils Championship at the first Royal Tournament held after the war.

**NERACAR**  
MOTORING ON TWO WHEELS

100 Miles for \$1

Low slung, pressed steel frame—no bar to straddle.

Broad mud guards and hood over the power-plant keep the rider clean. Men and women ride in any clothes. 5-speed friction drive—no gears. Easy control. Learned in 5 minutes. 85 to 100 miles to the gallon. 35 miles an hour. Free Demonstration!

FULLY EQUIPPED NO EXTRAS!

35 miles an hour

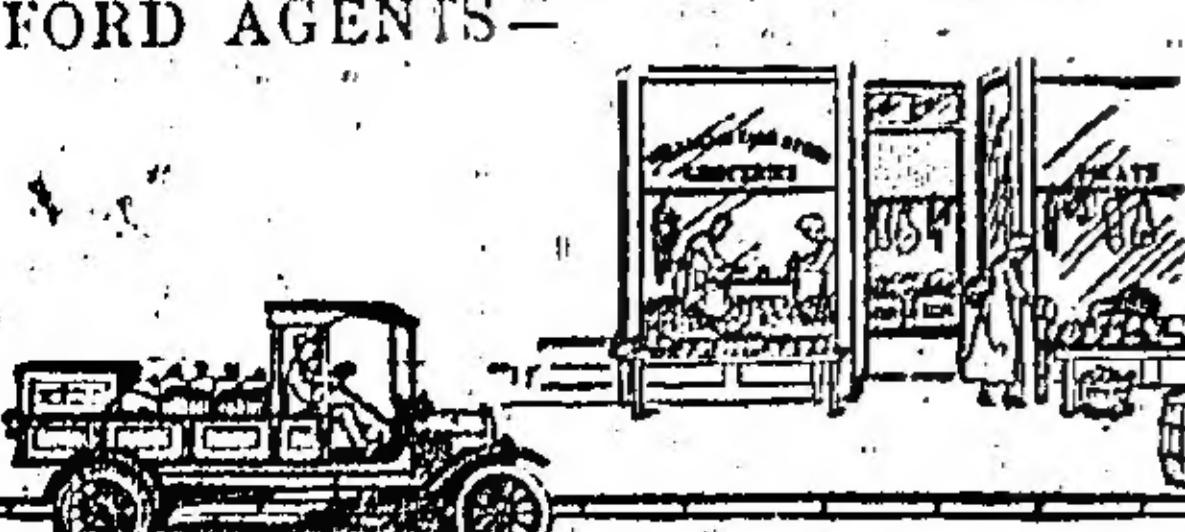
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THE UNIVERSAL CAR

The Ford One Ton Truck is a profitable "beast of burden" and surely has the "right of way" in every line of business activity. For all trucking purposes in the city and for all heavy work on the farm, the Ford One Ton Truck with its manganese bronze worm-drive and every other Ford merit of simplicity in design, strength in construction, economy in operation, low purchase price, stands head and shoulders above any other truck on the market. Drop in and let's talk over and leave your order for one.

**ALEX ROSS & CO. (China) LTD**  
Bank of China Building, Duddell Street.  
FORD AGENTS—



An advertisement giving the latest prices of Ford cars and trucks arrived too late for insertion in this Supplement. It is therefore published on Page 4 of today's ordinary issue.

THIRD WEEK

BEGINS

MONDAY, 20th.

# WHITEAWAYS

WONDERFUL

BARGAINS

IN ALL DEPTS.



Heavy Turkish Bath Robe.  
Colored Stripes. Collar  
and Cuffs  
SALE PRICE \$16.50

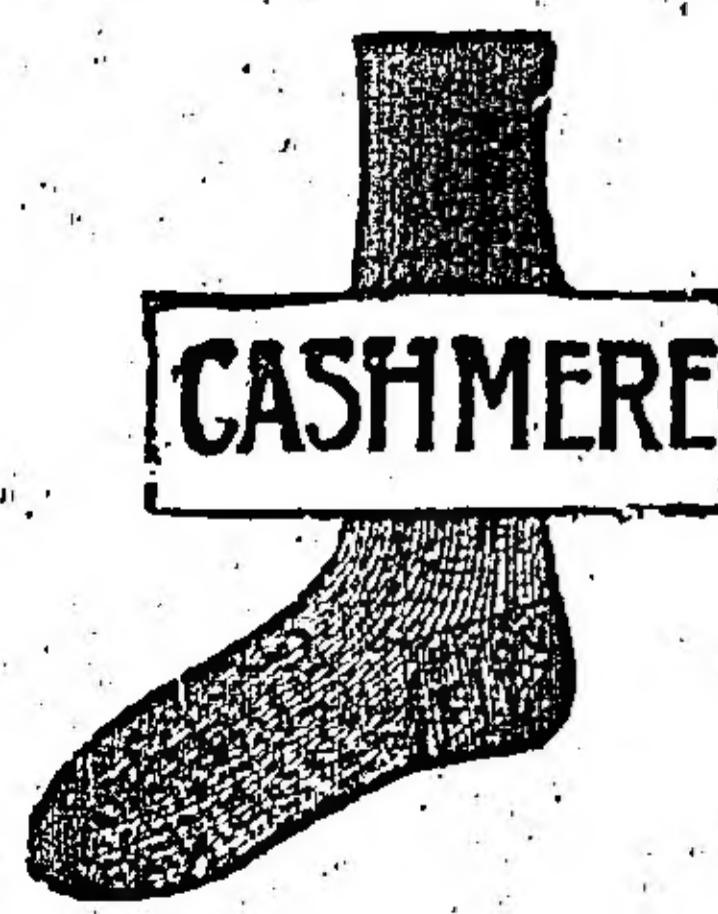


**2,000 CENTS FULL END  
TIES**

Well assorted designs at  
SALE PRICE \$1.50



White Twill Tennis Shirts  
Will wash and wear well  
SALE PRICE \$2.00



Men's White Cashmere  
Socks Plain \$1.25 pair.  
With Colored Clox \$1.75 pair.  
LOWEST SALE PRICES.

## GREAT SUMMER SALE

Our Great Summer Sale is not "A Flash in the Pan" Like Most Sales.  
It Lasts the Whole Month of August and the Reductions are Genuine  
and Generous. Do not Miss the Opportunity.

COME AND SEE FOR YOURSELF  
"IT'S VALUE THAT COUNTS,"

600 Boxes  
**GLYCERINE TOILET SOAP**  
Assorted Perfumes  
3 Cakes in Box  
**SALE PRICE 45 CTS. BOX**

1,000 only  
**GENT'S FANCY**  
**WASHING TIES**

Good length. Fast Colour  
Wash well.  
**SALE PRICE**  
3 per \$1.20 1200

1,200 MAVIS SHAVING  
STICKS

Equal to the very best soap.  
**SALE PRICE**  
20 cts. stick  
Worth 40 cts.

**WHITE  
CHINA  
PUDDING  
BOWLS**

35 cts, 40 cts, 50 cts,  
75 cts., 90 cts.  
**SALE PRICES**  
30, 35, 45, 70 & 80

200 Boxes

**CRACKERS**

MUST BE CLEARED  
to  
MAKE ROOM FOR  
NEW STOCK  
at

**HALF  
PRICE**



SPECIALLY HEAVY REDUCTIONS  
IN  
Cotton Dress Materials  
Poplins, Voiles, Drills, Etc.  
CALL AND INSPECT.

See Name on each yard of Selvedge  
43/44 in wide - White and Past Colours

**TOOTAL'S  
PIQUÉ**  
1500 YDS. OF TOOTAL'S PIQUE  
in white and colours. Usual Price \$2.95  
Sale Price \$1.50 yd.

British-made Cotton Wash Fabric  
**TOBRALCO**  
White & Wide Variety of Colors

TOBRALCO.  
2,700 yds of this Popular Material to be cleared at  
90 cts. yd.



**SUNSHADES & UMBRELLAS.**  
A lot of useful Umbrellas and Sunshades to be  
cleared cheap.



200 READY-TO-WEAR HATS  
to be cleared  
at  
HALF & QUARTER PRICE.

1,000  
**Turner Linen  
Writing Pads**

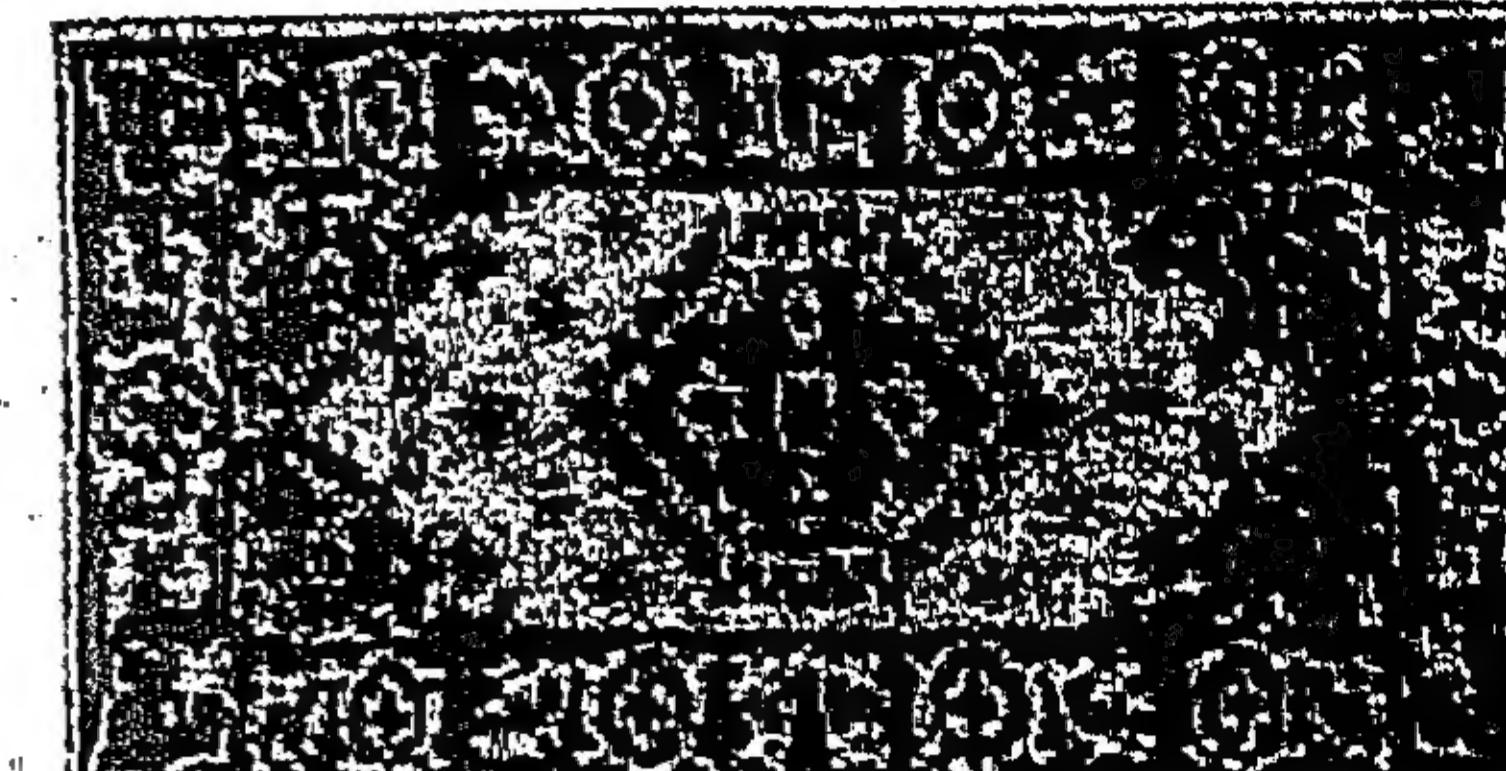
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White or Blue  
100 Sheets in Pad  
**SALE PRICE**  
\$1.00 PAD.

150 only  
**BRIAR PIPES**  
VARIOUS SHAPES  
Usual Price \$1.95 & \$1.50  
**SPECIAL**  
**SALE PRICE**  
\$1.00 each.

200 Doz.  
**Knight's  
Toilet Soap**  
ASSORTED PERFUMES  
**SPECIAL**  
**SALE PRICE**  
**\$0.75 cts doz**

30 Doz.  
**WHITE THREAD  
HOSE**  
A good hard wearing Plain hose  
9, 9½ and 10 inch.  
**SALE PRICE**  
\$1.50 Pair.

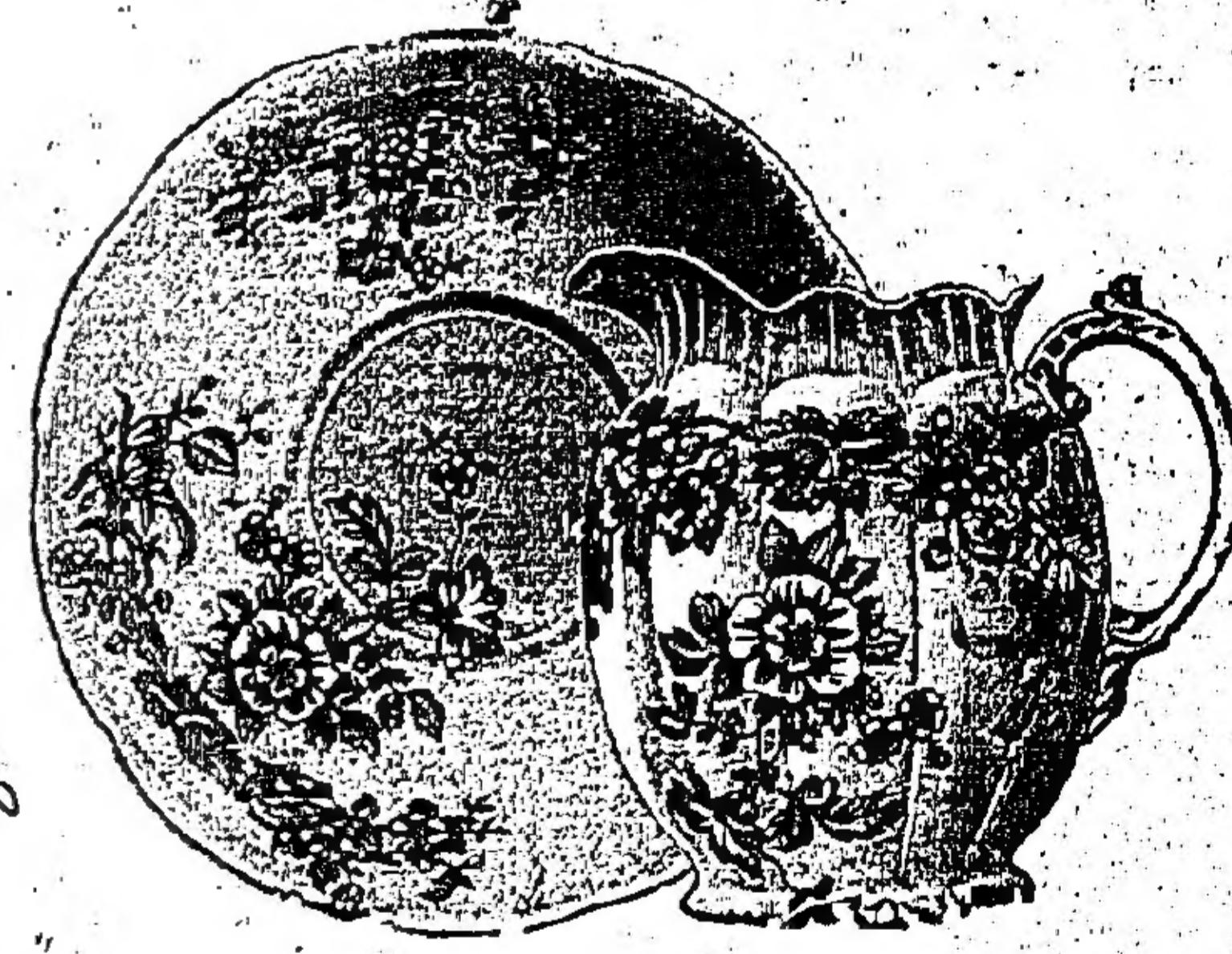
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**LADIES' RIBBED  
COTTON VESTS**  
Open Style  
Sizes 36 and 40 inch  
Sale Prices  
\$1.00 & \$1.25 each.



**THE "BAGDAD" FLOOR RUG**  
WELL MADE IN GOOD COLOURINGS  
AND DESIGNS  
Special Price \$3.95 each.



100 doz. TURKISH FACE AND BATH TOWELS.  
Size 24 by 43 inch  
Sale Price \$1.00 each.



**50 CHINA TOILET SETS**  
ASSORTED FLORAL DESIGNS.  
SALE PRICES \$18.50 & \$19.50 each.

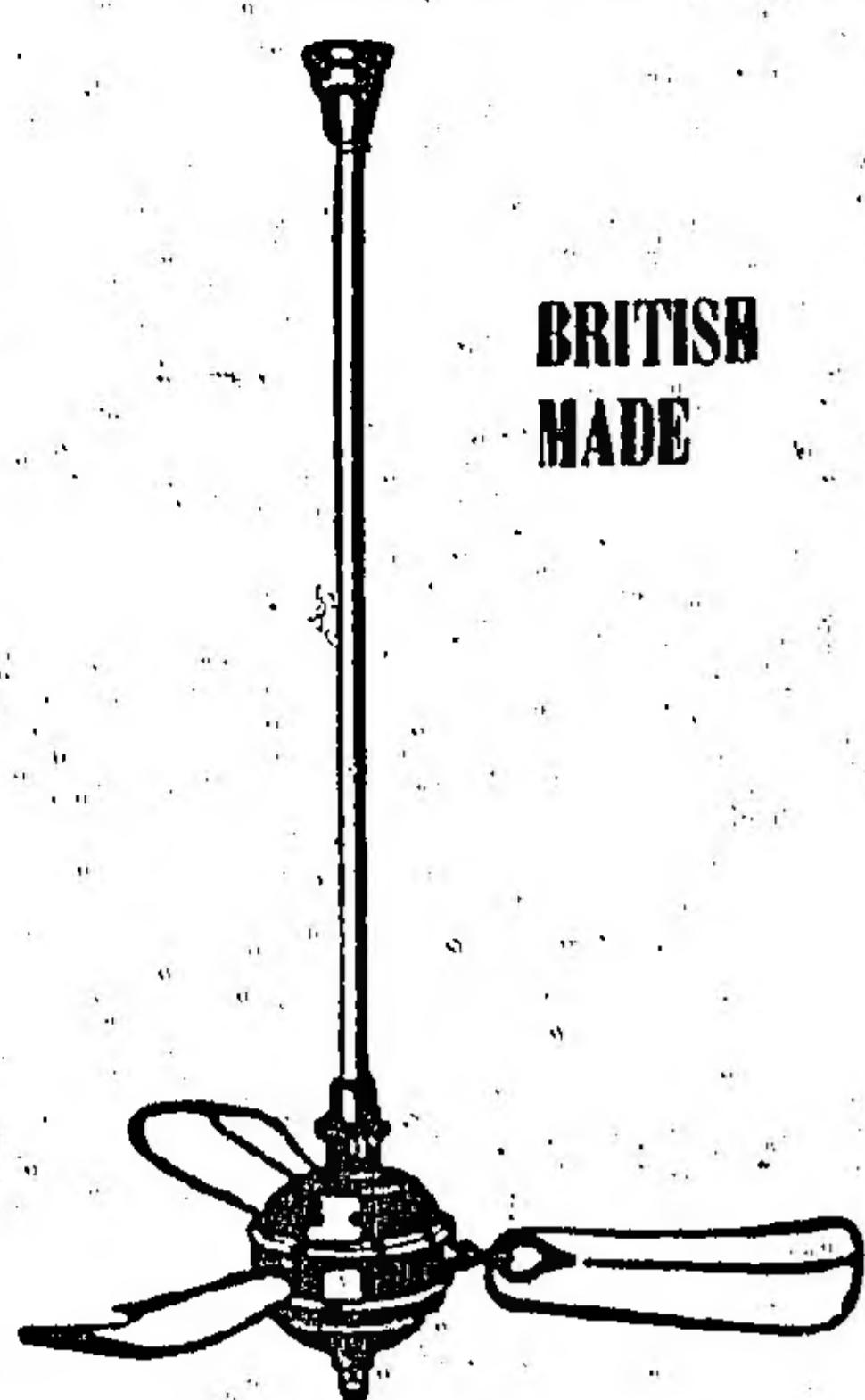


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SPECIAL REDUCTIONS  
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CEILING FANS

BRITISH  
MADE

THE THREE CURVED BLADES GIVE MAXIMUM DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE SILENCE.

COMPETITIVE PRICE.  
STOCKS HELD SUITABLE FOR USE IN HONGKONG & KOWLOON.

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GENERAL ELECTRIC CO.  
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Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.  
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IS TO BE EFFECTIVELY PROTECTED AGAINST FIRE  
YOU MUST ADOPT THE WORLD'S BEST FIRE  
EXTINGUISHER; AND THAT UNDOUBTEDLY

**IS**

FOAMITE—FIREFOAM. YOU CANNOT AFFORD TO RUN THE RISK OF DELAY, LEST ALL THAT YOU PRIZE AND CHERISH BE—

**DESTROYED BY FIRE**

FOAMITE—FIREFOAM

Full Particulars From

THE UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

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**foamite Firefoam**

**RADIO NOTES AND NEWS.****The Humorous Side of Wireless.**

We have not begun to appreciate the value of radio to humanity.

Far from it, radio hasn't even got out of its experimental stage.

Yet, so fast have tests with this new science advanced, the predictions may already be made of the future of wireless.

A study of the wonders of this science leads one to some weird ideas of what its future holds for humanity. The surprises it has given us, the distances covered, the obstacles penetrated and the problems solved have placed this first among the helpful sciences known to man.

Boob as it may prove to be in many cases, however, it can be foreseen as a bugbear in others.

For instance, radio may be brought to bear in the solution of many riddles which as yet have remained unsolved. But when it is made applicable for this purpose, it will also open up a means for spoiling some pet entertainments and diversions of mankind.

What brings about this thought is the fact that radio seems to

cover the range of wave length which, when finally dissected and catalogued, might join the material to the spiritual, the known to the unknown. From a fraction of a meter to the millions, various active phenomena of nature are set down by scientists as mere ethereal manifestations in wave lengths.

Sound, sight, colour and other senses known to man have already been catalogued as being members of one family of ethereal origin, each of a different range of wave lengths.

Radio, too, is placed in the same family, and below the short and fast waves of wireless, scientists are delving into the mysteries of the spiritual. Perhaps, in a few years, or less, the problem of the hereafter will be solved for us by radio.

Thus also may such perplexing problems as evolution, the fourth dimension and sex itself at last be explained. When they are, it will be then that radio will be considered the greatest boon to humanity.

But when that comes, then will come gloom for the individual human being. Radio, seeing into the past and future, as easily as in the present will seek out the falsities of humanity and vaunt them where they aren't wanted. Diplomacy will die then. For this will have to be a world of truth alone. Radio used for the purpose, will seek out the prevaricator by reading his mind and notifying the listener.

Thus will lovers always croon mushy truths, instead of falsehoods, into one another's ears. Thus will little Johnny, after a dip into the old swimmin' pool own up to his deed, when his mother asks him to explain how his clothes got so wet. For mother will be wearing a radio outfit that will tell her whether the boy is lying.

In fact, radio may go even further. It might be developed to the point of telling exactly what is in a person's mind. Reading the subconscious thoughts of humanity will be easy after the problem to the spiritual is solved. And if isn't too much to expect radio engineers to do this.

Gossip will die, then. For everyone will know what the other thinks—with the aid of radio.

And when that becomes possible—what a peaceful world this will be! For, hindered from incurring anger with others, we shall all think wholesome thoughts and do helpful deeds only. Evil will be anticipated—and good expected.

What a wonderful boom is radio!

Wireless in Germany.

At the first meeting of a new Radio Club in Germany Dr. E. Nespor delivered an address drawing attention to what is being done abroad in the way of broadcasting, and discussing the possibility of a German organization avoiding any prejudice to the official State controlled radio service. While the postal department at length seem to be willing to let out ready-made receiver sets on hire, what the amateur wants is a station fitted up and altered by himself to suit his personal wishes and ideas. Dr. B. Loewe, in subsequent lectures, showed to what enormous extent other were profiting by amateur radio, and what an important part some leading men were playing in this connection. At the last meeting,

**BASEBALL POINTS.****More Questions Answered.****QUESTIONS.**

One—If a ball batted down the foul line, strikes either third or first base, and immediately goes into foul territory, is it fair or foul?

Two—How does an umpire determine what is an infield fly?

Three—Does an umpire at any time give consideration as to whether or not an interference is intentional?

Four—What was the rule adopted to help prevent the intentional pass and was it successful?

Five—If the batsman hits a ball over the fence should the runner be declared out if the coacher pat him on the back as he rounds third? How is the coaching rule at third interpreted?

**ANSWERS**

One—The moment a batted ball strikes first or third it becomes a fair ball, regardless of how far foul it may then go.

Two—It is merely a matter of opinion or judgment. Any ball which the umpire believes can be handled by an infield fly when he so calls it.

Three—The umpire can never give consideration to the intent on an interference play. If it happens, he must call it.

Four—The rule adopted relative to the intentional pass was that the leaving of his position by the catcher, before the ball left the pitcher's hand, entitled all runners to advance one base. It was of no help.

Five—No attention should be paid to the act of the coacher when the batsman hits a ball over the fence. The thought of the rule is not to pay any attention to the act of the coacher unless a play is being made on the runner.

**COMPLETE SETS OR PARTS**

ALL MATERIALS IN STOCK INCLUDING HEAD SETS  
"A" AND "B" BATTERIES.

COMPLETE SET OF PARTS TO MAKE UP A THREE VALVE SET, ALL IN ONE CABINET

**NEAT — COMPACT — RELIABLE**

PRICES MODERATE FOR HIGH CLASS EQUIPMENT OFFERED

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TO LOOK LIKE A WINNER & FEEL LIKE A VICTOR, GO INTO THE GAME WITH FRESH LINEN.

WE LAUNDER AND DRY CLEAN SPORTS CLOTHES IN A WAY THAT RETAINS ALL THEIR ORIGINAL SMARTNESS.

NO RISK OF SCORCH ON YOUR GABARDINE CLOTHES OR FLANNELS.

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Write or Phone for price list.

**A FAMOUS CANADIAN BEER****U.B.C. (LION BRAND)**

There was a young man of Amoy  
Who went into the bar and said "Boy"

"If there's no Lion Beer

There'll be murder, I fear"

But the boy said "Have got" Shrieks of joy!!



Sole Distributors

**COLONIAL COMMERCIAL**

CO., LTD.

19, Queen's Road, Central.

**THE HUMAN ZOO**

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**DOMESTIC SCIENCE**

"These here scientists has succeeded in perduin' artificial lightnin'."

"Thas nuthin'. My ol' woman can perdue a complete storm."

## BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

The Royal Automobile Club has recently held some very exhaustive tests of devices intended to prevent the splashing of mud from cars and particularly from public service and commercial vehicles. From one point of view these tests were successful, but from another they unfortunately proved a failure. They were distinctly useful inasmuch as not less than thirty-six devices were tested, these embodying practically every idea solving the problem. The failure may be summed up in two sentences from the Judges' Report:—

"The Judges after careful consideration do not recommend any award in either class. They have come to this decision because in their opinion the devices failed in the first essential of a mudsplash guard; that is to say, no device reduced the amount of mud splashing to a negligible quantity."

Further, many of the devices proved as permanent fittings, since they were strained, damaged or otherwise put out of action when brought into contact with a kerf. The trials have simply served the useful purpose of proving that it would be futile for any national or local authority to insist upon the fitting of mud-splash guards on buses or other vehicles since they would merely be putting up the cost of operation without effecting their purpose.

## Flexible Six-Wheelers.

Very great attention is now being given in Great Britain to the production and use of six-wheeled vehicles of the flexible type. The British pioneer of this development was the Scammell, but there are now several other manufacturers competing in the same field. The vehicle consists essentially of a four-wheeled tractor with a powerful engine and a two-wheeled trailer attached to the power vehicle by a turntable and universal joints over the driving axle. The first and most obvious advantage of the system is that it allows larger loads to be carried without the weight on any axle exceeding the limit which it is necessary to impose in order to protect the roads from unfairly heavy use. Moreover, the vehicle being flexible instead of rigid, greater overall length can be permitted with safety, even on narrow and winding roads. A consequence of this is that a larger percentage of the total length remains available for useful load. The system therefore commends itself to traders who wish to convey loads of a very bulky character. As compared with an ordinary tractor and trailer, it has the great advantage that a large proportion of the load rests over and helps to secure adhesion of the driving wheels. Consequently the tractor portion does not have to be made unduly heavy merely for the sake of getting sufficient adhesion on steep gradients or under bad road conditions.

The system has been proved successful in practice and it is bound to become increasingly popular wherever very heavy or bulky loads have to be transported. The most that can be said against it—and the point is not one of supreme importance—is that the flexible six-wheeler is less easy to manoeuvre accurately in reverse than the ordinary four-wheeler.

## Export Prices of British Cars.

Overseas motorists are often worried by the big difference between the price of a car in their own country and the price of the same car in England. Some difference is, of course, unavoidable and, if import duties are large, the increase in price must necessarily be considerable. In any case we have to consider the cost of freight and insurance. British manufacturers are, however, realising that, in order to regain the Overseas markets, very special inducements must be offered and an excellent example of progressive policy in this respect is that of the Austin Company, who are now quoting prices for delivery at the chief ports of South Africa, Australia, New Zealand and India, closely corresponding to the ordinary home prices. Thus, for example, the "Austin Twenty" 5-seater touring car, which is

priced at home at £695, is delivered at ports in most of the countries named at the same price and in no case is the price at any important port in any of these countries more than £10. This policy involves an apparently obvious sacrifice of profits, but when we realise that by offering such inducements, output may be considerably increased and the overhead charges of each car correspondingly diminished, we see that a development represents sound commercial policy and not merely philanthropy.

## A New Light Car.

Among the quite new British small cars the "Gwynne Eight," marketed by the Service Motor Company, has a practical advantage inasmuch as, before being manufactured in Great Britain, a thousand cars of the same design were constructed and put into service in Spain, where many road surfaces are by no means good and gradients are often very severe.

The engine of this car has completely enclosed overhead valve gear and is suspended at three points. The rear box, instead of being carried direct from frame, forms the forward portion of the propeller shaft casing, two universal joints being interposed between the gear box and the inverted cone clutch. An advantage of the method is that the universal joints have only to transmit the torque of the engine, instead of bearing the more severe torque accompanying the slower rate of rotation of any shaft between the gear box and the road wheel. This is one of the now numerous British cars in which both sets of brakes act direct upon the drums of the rear wheel hubs. The home price of the car with complete electric starting and lighting outfit is only 208 guineas.

## Light Car or Sidecar Combination?

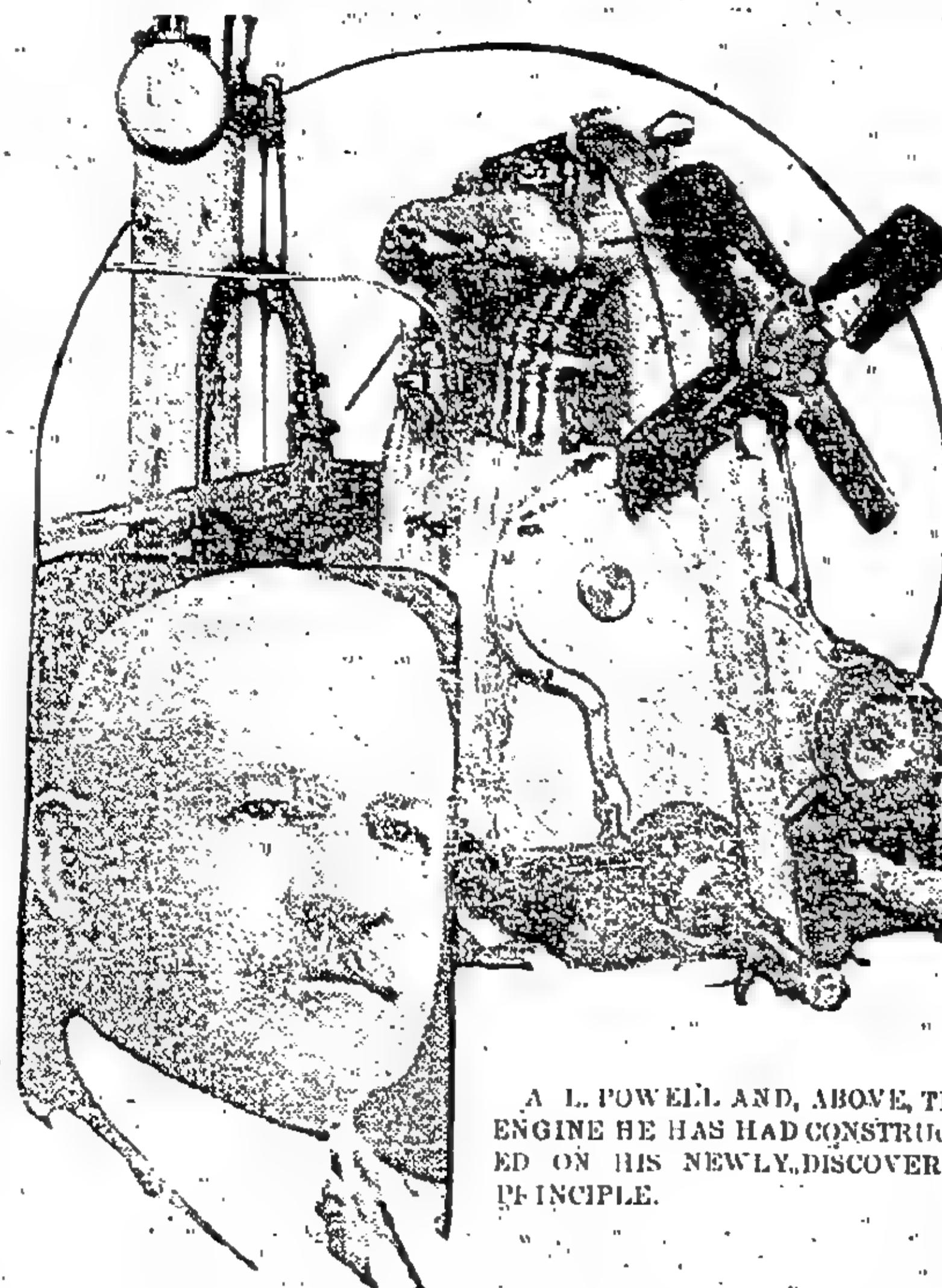
During last season there was a spirited controversy as to whether the low priced light car would eventually supplant the motor cycle and sidecar combination. At that time the price of many of the latter were somewhat high. In addition, it is correctly argued that the driver of the light car has advantage in respect of weather protection. On the other hand, operating costs with a good sidecar combination are extremely low and very high average speeds can be maintained. However, matters of this kind can only be settled by facts and not by arguments and in this connection Messrs. A. J. Stevens, the makers of the A. J. S. motor cycles, which have distinguished themselves so highly in many representative competitions, tell me that they find no falling off of business in sidecar combinations. In fact, the prospects for the coming season are particularly good. The 7-h.p. A. J. S. combination sells ready for the road in Great Britain at £152.10.0. Motor cyclists in Australasia and South Africa will be interested to know the T.T. model of this make—an exact replica of the successful winner of four successive Junior Tourist Trophy Races—will shortly be available in those countries.

Annual Change of Model Abandoned.

It is sometimes suggested that British car prices are unnecessarily inflated by the practice of producing new models for each season and lately many of the high class motor manufacturers have altered their policy in this respect. For example, the Napier car undergoes only occasional modifications in detail and the Sunbeam Motor Company have now announced that their future production will be in series with no regard to the old idea of showing something new at every annual motor exhibition. It is anticipated that future changes in the Sunbeam models will be in details only. The range includes the 14 h.p. 4-cylinder chassis, the 16-40 h.p. 4-cylinder chassis and the 24 h.p. 6-cylinder chassis. The home chassis prices with tyres are respectively £535, £700 and £960. In the last additional £25.0.0. is charged for a chassis intended to be fitted with a closed body.

## LESS FUEL: MORE POWER!

Inventor's Claim for New Engine.



A. L. POWELL AND, ABOVE, THE ENGINE HE HAS HAD CONSTRUCTED ON HIS NEWLY DISCOVERED PRINCIPLE.

Future motorists may have cause to thank Mr. A. L. Powell, of Washington, for the greater mileage they will get from a smaller amount of fuel. For the last seven years, Mr. Powell has been directing the construction of models and perfecting patents on his invention. Final tests have given him confidence enough to proclaim his idea to the motor world.

As a matter of fact, Mr. Powell's is not so much an invention as the discovery of a principle which he is applying to the internal combustion engine, and to steam, electric and water motors. He has had an engine built on his newly discovered principle and it has produced such gratifying results that Mr. Powell has decided his idea is ready for commercial use.

**Long at It.**  
Fifteen years ago, Mr. Powell first became interested in the automotive engine. He had been hiring a man to drive him around through Montana and California, while he sold jewellry and life insurance. Engine trouble was frequent in those days, and this gave him the opportunity of pottering about the machine and helping restore it to running order.

This started Mr. Powell on his automotive studies. He took up engineering on the side and after he had discovered the principle of his new engine and built the engine to fit, he took up patent law, so he may be assured of full coverage on his discovery.

Mr. Powell made his discovery in his search for greater power—the goal of many an automotive engineer. He thought of the use of a longer piston stroke, but that meant greater crank throw, and a relatively larger dead arc, when the force of the piston reaches its limit and the engine is practically at a standstill. This disadvantage was so great that there has been a tendency in some cases to shorten the piston stroke and

reduce the crank throw. But Mr. Powell has found a way out, he maintains. Upon his discovery he has been able to build an engine with double the conventional piston stroke, but the same crank throw!

## Advantages.

As a result, Mr. Powell claims these advantages for his engine:—  
1. Conventional engine produces 32 horsepower per 1000 R. P. M. Tests of his engine have shown 33 to 37 horsepower at 510 R. P. M.

2. Fuel consumption may be reduced approximately 70 per cent. at 25 to 30 horsepower.

3. Thermal efficiency of the gas is increased and applied to work, instead of being lost through the exhaust.

4. Lubrication is reduced, due to lessened load on the moving parts, because of much slower revolutions under ordinary conditions.

5. Exhaust takes place at almost atmospheric pressure, making use of the muffler unnecessary, reducing absorption of power by the demands of auxiliary cooling and lessening carbonization.

## Saving in Upkeep.

6. Friction is reduced because of reduced pressure on moving parts.

7. Gross weight per horsepower is reduced approximately one-fourth.

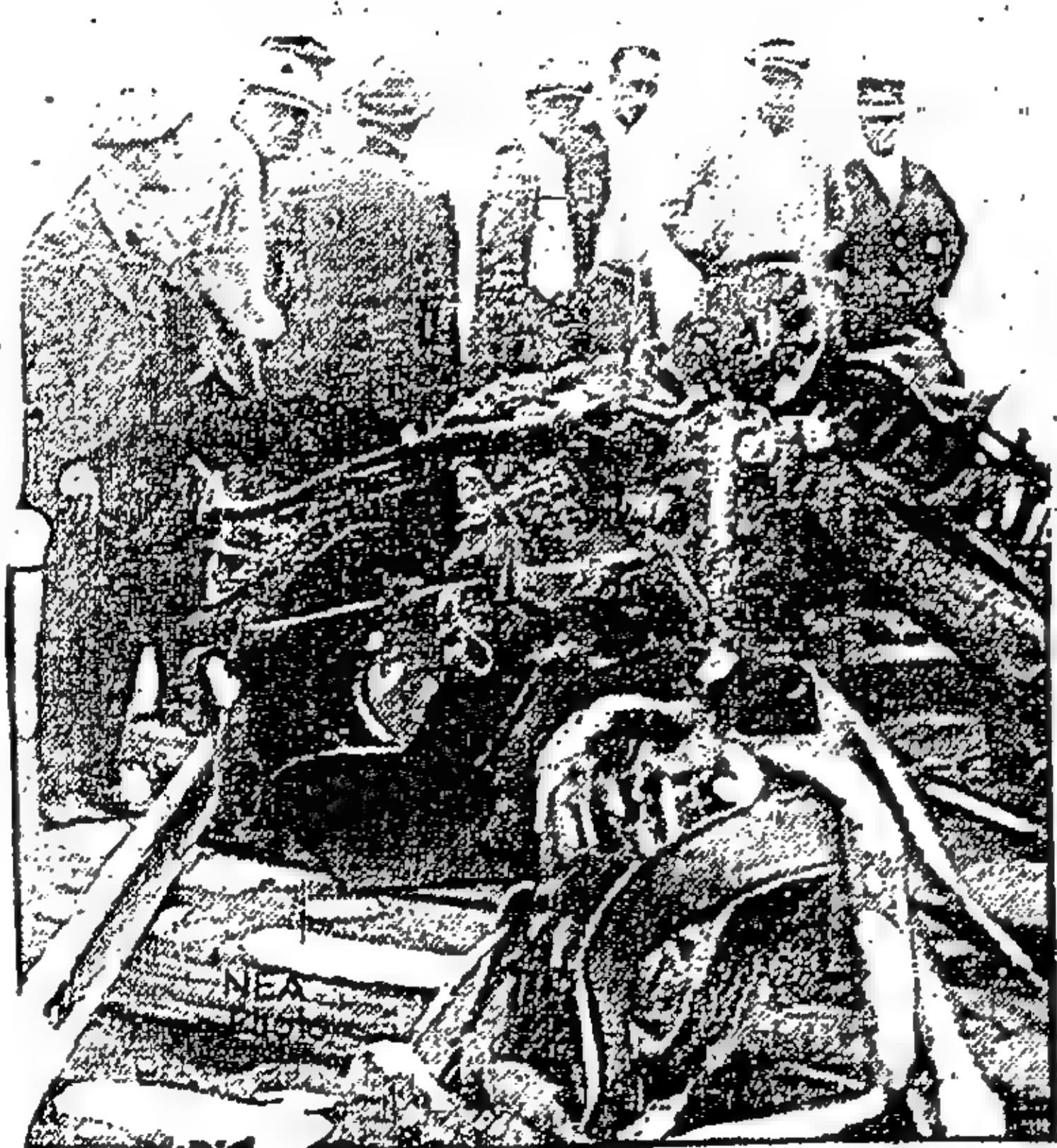
8. Vibration is reduced because of elimination of the dead arc and slower moving parts on a slower motor.

9. Upkeep is reduced because of less strain on the moving parts, besides less vibration and less friction.

Negotiations have already been started with some tractor and truck manufacturers for manufacture and use of the Powell engine.

But Mr. Powell is planning further to reduce the size of the whole engine, for four and six-cylinder passenger car use.

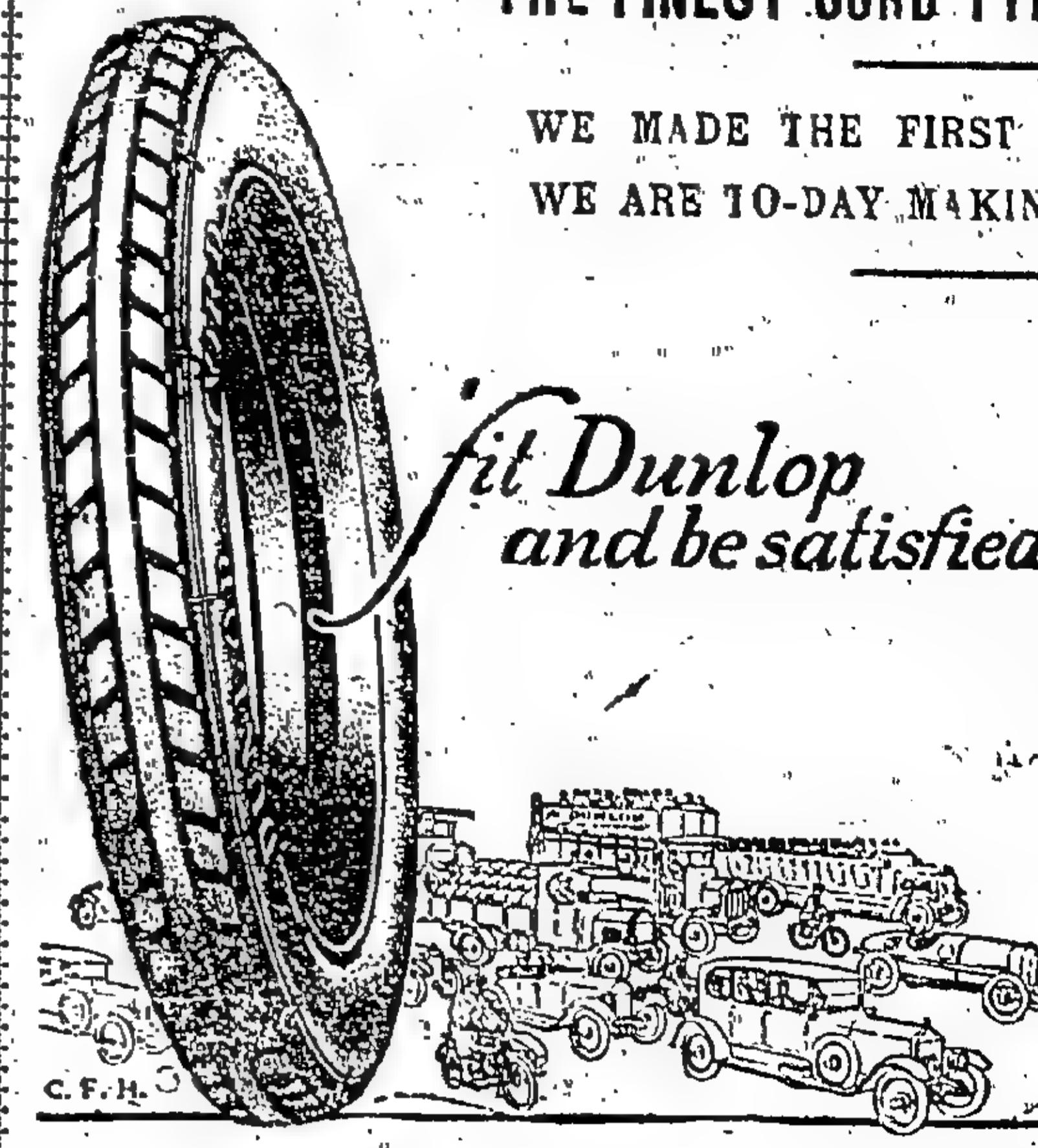
## A NASTY SMASH-UP.



This tangled mass of wreckage was once a motor car. It was run into by an electric train at Los Angeles, two occupants being killed.

## DUNLOP

THE FINEST CORD TYRE IN THE WORLD.

WE MADE THE FIRST PNEUMATIC TYRE.  
WE ARE TO-DAY MAKING THE BEST CORD.ALL  
DUNLOP CORDS  
ARE  
oversizeObtainable from stocks  
carried by J. Gibbs & Co.,  
Alexandra Building,  
Phone C. 704—and on  
order made from all  
Garages.DUNLOP  
RUBBER CO. (CHINA) LTD.  
Founders throughout the World  
of the Pneumatic Tyre Industry.  
1A. Chater Rd., P.O. Box 478  
HONGKONG

## A NEW IDEA.

Motor Fuel from Tar Sands.

Mr. W. P. Hinton, formerly vice-president of the Grand Trunk Pacific Railway, is now preparing, says a correspondent of *The Times*, to ship the initial unit of the first plant to extract motor fuel from tar sands, into the great tar sand area at Fort McMurray, Canada, some three hundred miles north of Edmonton.

These tar sand deposits are of immense depth and area, and rival in extent, the famous deposits of Trinidad. Already many engineers and experimentors have leased claims, and have shipped car loads of the sands for testing purposes.

The machinery that is being sent north is capable of extracting 250 barrels of crude oil daily. Of this, 27 per cent. will be high-grade motor spirit; 27 per cent. paraffin oil, and the balance lubricating oil of good quality, and asphalt of the finest type.

The oil is to be extracted from the sands by distillation, after which it will pass through a refinery, where the product may be refined to any required gravity. The asphalt base will be sold to Canadian paint manufacturers, who are at present using asphalt of a much inferior grade.

The University of Alberta has been for some time experimenting with asphalt extracted from the tar sands, with a view to using it upon provincial roads. Much progress has been made in this direction, and it is hoped to find a combination of asphalt with gravel, which will give a perfect road surface.

The production of motor spirit and lubricating oil from the tar sands may develop into a large industry in the near future. At the present time nearly all motor fuel used in Alberta is imported from the United States by the Imperial Oil Company, a Canadian subsidiary of the Standard Oil Company. The one exception is motor fuel extracted from wet gas found in a well at Okotoks, in Southern Alberta, though the Imperial Oil Company has, at Fort Norman, in the extreme north of the province an oil well which is capable of yielding 250 barrels per day of high-grade oil.

## STUDEBAKER SALES.

## A Quarter's Record.

According to a report of the Studebaker Corporation, sales of Studebaker cars for the first three months of 1913 were 38,211 cars as against 22,801 cars in the same period of 1912, an increase of 67.6 per cent.

These figures indicate that Studebaker bids fair to establish another sales record in 1913. The steady increase in Studebaker sales has been the subject of much comment in the automobile world. 1912 (a year in which automobile sales as a whole decreased 45 per cent) saw Studebaker sales increase 29 per cent. This record was followed by a 65 per cent increase in 1913 sales, which amounted to 110,249 cars valued at \$130,000,000 (£26,716,000).

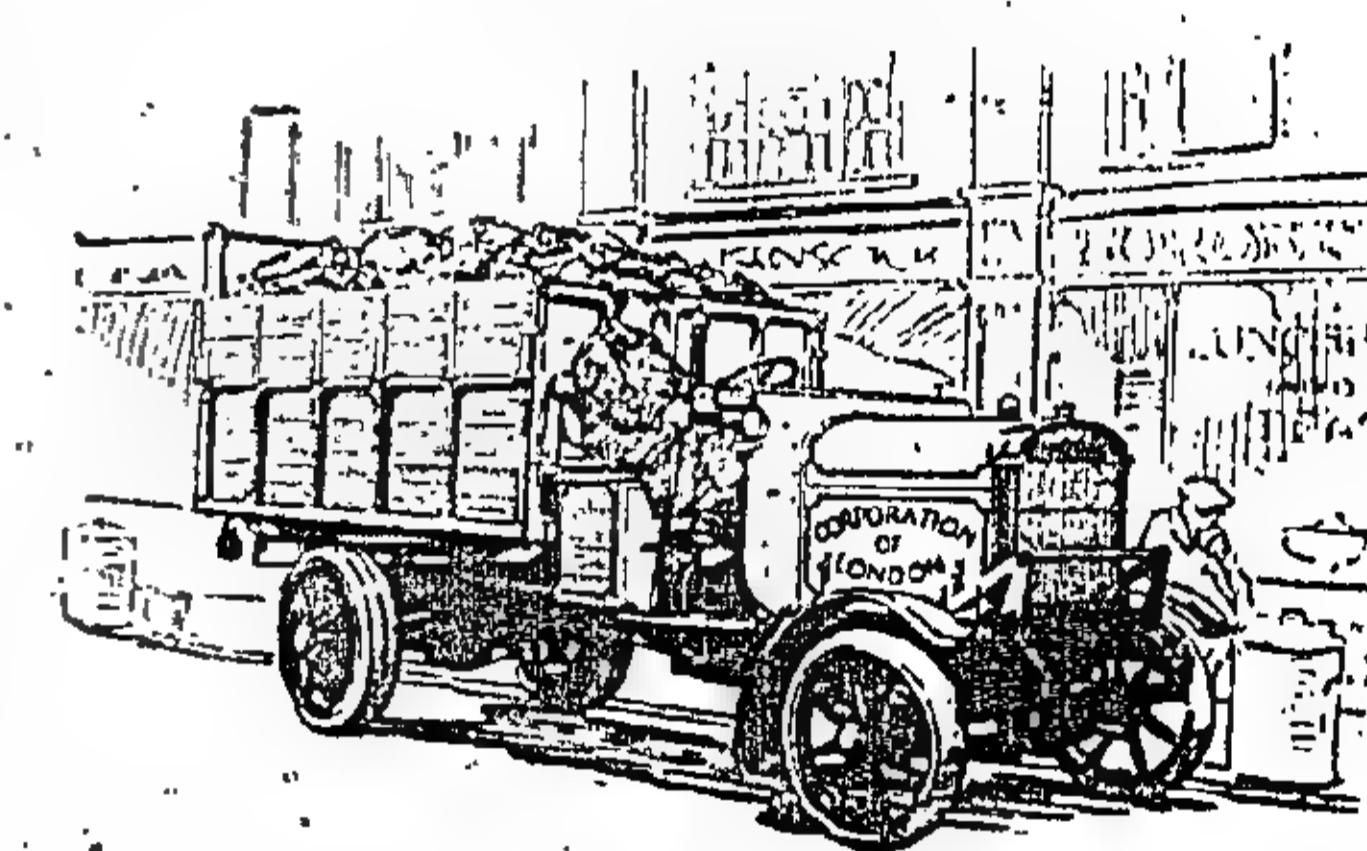
## THORNycroft

## COMMERCIAL VEHICLES

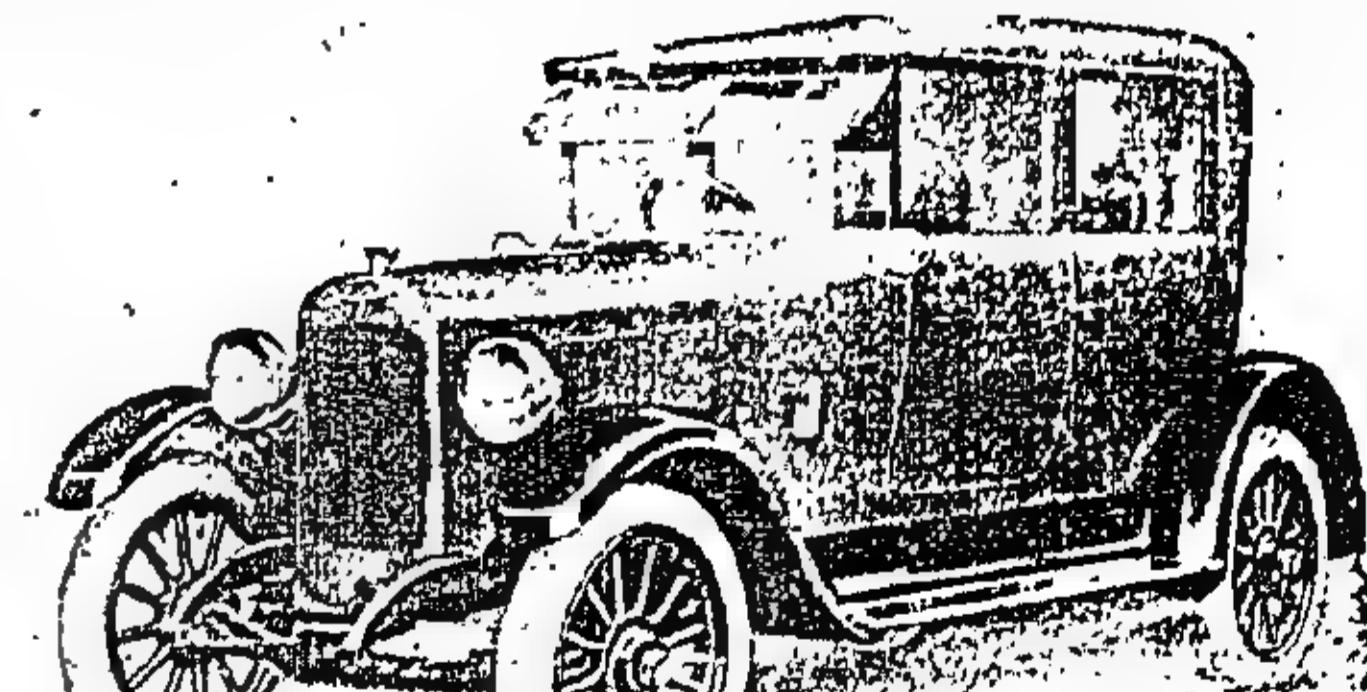
FOR ALL PURPOSES  
FOR PRICES AND SPECIFICATIONS  
APPLY

HONGKONG HOTEL GARAGE

SHOWROOM PEDDER ST.

FOR PROVED ECONOMY  
& RELIABILITY

TEL. 32. HONGKONG HOTEL CO. LTD. TEL. 32.



## BRITISH CARS.

By special arrangement with The Austin Motor Car Co., Ltd., we are now able to supply AUSTIN Twelve and Twenty Horse Power Cars in Hongkong, all charges paid, at the English Factory List Prices.

Immediate delivery can be given on 20 H. P. Touring Models.

Prompt shipment on all other models.  
Catalogues can be obtained from  
SOLE AGENTS

Alex. Ross & Company  
(China), Limited.

BANK OF CHINA BUILDING, DUDDELL STREET.  
Telephone Central 2487

**FORD AND LINCOLN CABLE FOR SECOND SHIPMENT OF FORDS SENT ON TUESDAY LAST.**

As stated in the S. C. M. P. Saturday last

Some Guy called me down the other day for boasting the Ford instead of BRITISH CARS

He sat up and took notice when I told him that the Ford Motor Company were the largest manufacturers of automobiles in the BRITISH EMPIRE

Place your orders for FORD or LINCOLN

Automobiles now because I am booking orders for the next cable.

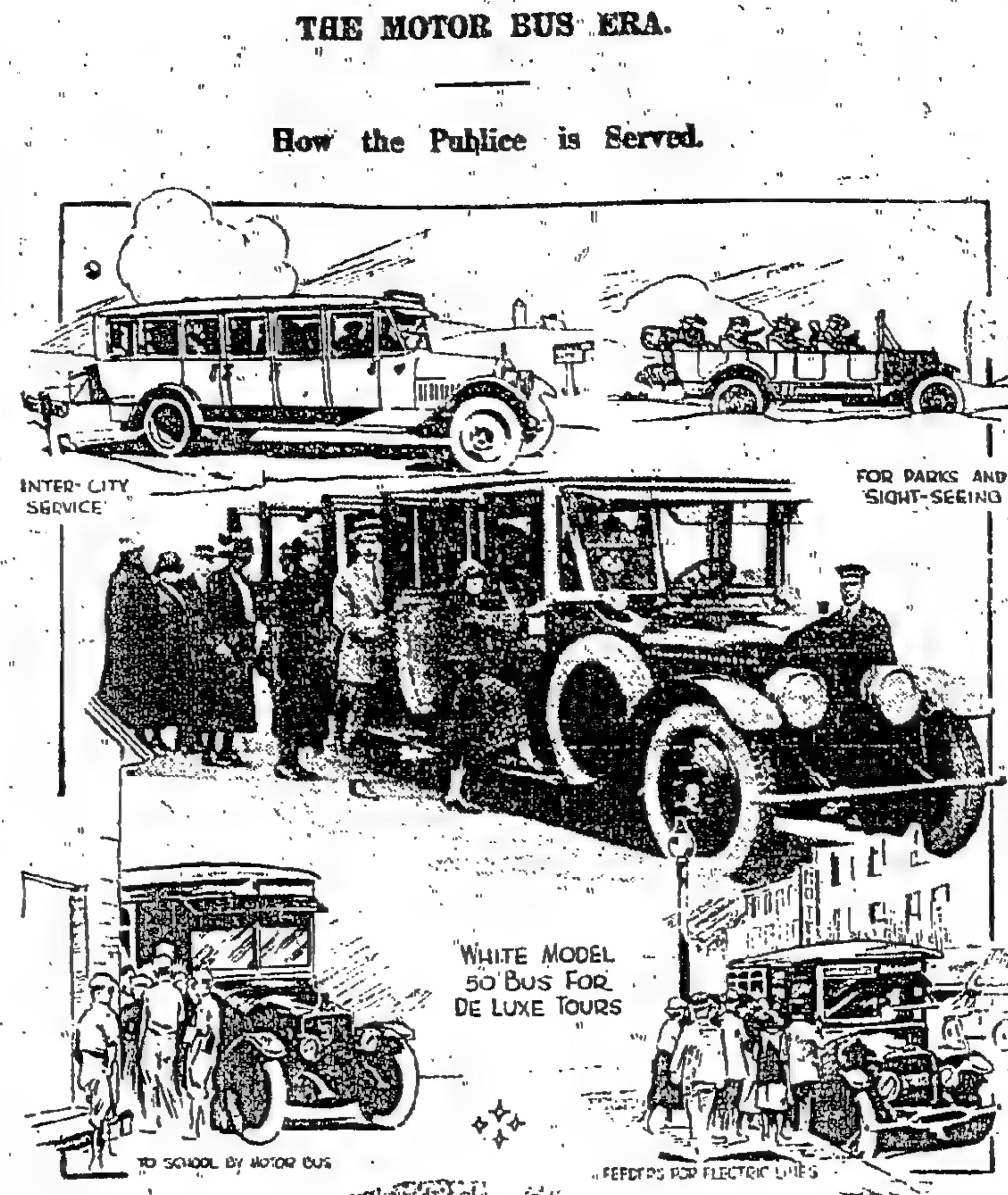
**ANDREW HARPER**

No. 2 Queen's Road, Central.  
Entrance Duddell St.

**THE MICHELIN "CABLE" CONSTRUCTION**

Increases the mileage of the tyre and improves the running of the car

AGENTS  
**LEPACK & CO. LTD.**  
50, 52, Queen's Rd. Central



Fourteen million passengers were carried in motor buses, operating in the state of California during 1922. This figure, staggering at itself, is but an indication of the tremendous strides made in bus transportation during the last few years, bringing the passenger carrying bus into full partnership with the nation's leading transportation facilities. Following closely in the footsteps of California, busses operating in Ohio last year carried nearly 12,000,000 passengers while bus lines operating in Minnesota report 10,000,000 people carried over a like period. Records per state would reveal figures of equal magnificence. The year 1923 unquestionably will show a big increase in the number of passengers carried.

An important trend of bus development, a fairly-recent one, is indicated by the scale on which electric rail lines are purchasing and operating motorbus equipment. A record along this line is held out to have been established by the Pacific Electric and Los Angeles Railways in purchasing 81 White busses in a single order. Fleets equally large are operated by independent bus companies. Indicative of the place the motor bus is occupying for itself, one manufacturer reports that four electric traction companies alone operate close to 200 of such

buses in their respective systems.



### Firestone MOST MILES PER DOLLAR.

FABRIC (CLINCHER TYPE) TYRES AND TUBES

SIZES. TYRES. TUBES.

26 X 3 ... \$16.15 ... \$2.80

28 X 3 ... \$17.85 ... \$2.85

27 X 3 ... \$21.10 ... \$3.00

CORD (STRAIGHT SIDE TYPE) TYRES AND TUBES:

32 X 4 ... \$42.90 ... \$4.50

33 X 4 ... \$43.75 ... \$4.50

34 X 4 ... \$45.15 ... \$4.65

32 X 4-1/2 ... \$59.15 ... \$5.65

33 X 4-1/2 ... \$60.40 ... \$5.85

34 X 4-1/2 ... \$61.55 ... \$6.05

35 X 4-1/2 ... \$64.25 ... \$6.25

33 X 5 ... \$76.45 ... \$6.50

35 X 5 ... \$81.55 ... \$6.80

37 X 5 ... \$85.50 ... \$7.25

### Firestone MOST MILES PER DOLLAR.

(Prices subject to change without notice).

### THE DRAGON MOTOR CAR CO., LTD.

26, Nathan Road, Kowloon ..... Kowloon 226.  
24, Des Voeux Road, Hongkong ..... Central 482.  
Main Garage & Service Station (Happy Valley) C. 3950

### MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

### THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO. LTD.)

### EXPERTS IN PLATING



ANY automobile owners still believe that the difference in motor oils isn't really a matter for very much concern.

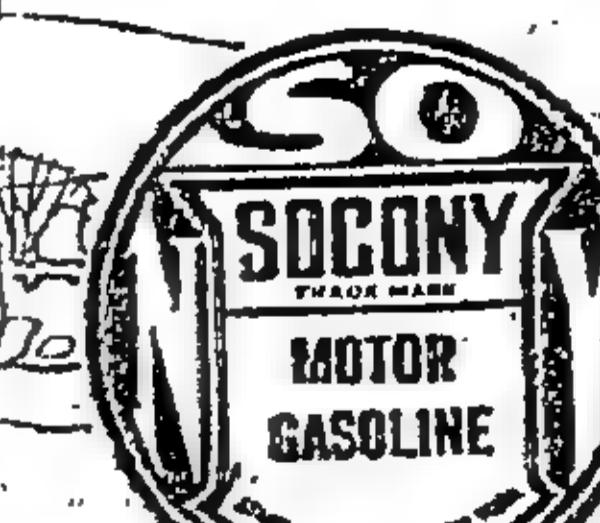
But motor oils do differ. You can form no better habit than that of purchasing yours at a Socony sign of uniform quality—always.

One of the four standard bodies of Socony Motor Oil, faithfully used, will properly lubricate the motor of your car, making certain the fine performance and long life that it owes you.

Light Medium Heavy Extra Heavy  
Medium

Write for "Motor Lubrication" if you did not receive a copy. Free on request

STANDARD OIL CO. OF NEW YORK



UNIFORM QUALITY  
GIVES  
BEST RESULTS

BACKED BY FIFTY YEARS REFINING EXPERIENCE.

SOCONY MOTOR OILS

STANDARD OIL CO. OF NEW YORK.

**HONGKONG IMPORTS.**

Unrest and Floods Have Adverse Effect.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton piece goods and fancy cotton goods.—During the interval our market has ruled quiet and apart from some sales of low dyed, satins no transactions of importance are reported. Staples are entirely neglected. In addition to the political chaos excessive floods have further retarded business.

Cotton yarn.—Owing to fresh troubles at Wuchow the demand from that quarter fell off considerably. Yunnan has taken small quantities at current rates. There is no enquiry from other consuming districts. Prices ruled barely steady and dealers are confining purchases to immediate requirements only. Quotations are:—No. 104, \$164/190. No. 12s \$172/00. No. 16s \$195/205. No. 20s \$182/204. Arrivals 3,400 bales. Shipments 250. Sales 1,000 bales. Unsold stock 13,000 bales. Bargains 6,000 bales.

Woollens.—The market is quiet. Small orders for suitings have been booked.

Raw Cotton.—No sales to report and prices are unchanged.

Metals.—Prices have improved somewhat but are still below replacing cost. Not much doubt about some sales in tin-plated reported.

Flour market report.—Stocks estimated at 250,000 sacks. Market steady. Quotations:—American Patent \$3.70 per sack; American Straight, \$3.00 per sack; American Cut off, \$2.95 per sack; Shanghai Flour, \$3.05 per sack; Australian No. 1, \$3.00.

Sugar.—Market declining.

Salt-petre.—Fairly steady with continued demands and hopeful future.

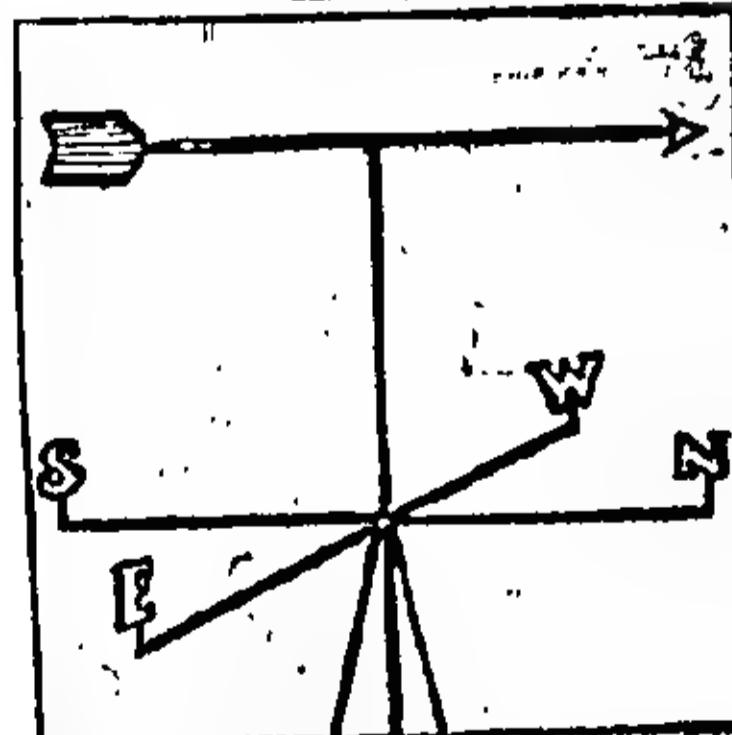
**A GOOD DATE.**

The public of Hongkong and Kowloon will be glad to hear that the concert committee of the Kowloon Cricket Club are arranging another of those popular fixtures which drew such crowded audiences a few seasons ago. In addition to the full band of the King's Regiment a very attractive list of the colony's vocalists, etc., will contribute to the programme. Illuminations will also be a feature of the evening. Further particulars will appear in our advertising columns later.

**CHURCH NOTICES.**

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING. St. John's Cathedral, Hongkong. 19th August, 1923, 12th Sunday after Trinity. Holy Communion (8 a.m.). Children's Service (10 a.m.). Hymns:—341, 343, 569. Matins (11 a.m.). Responses: Ferial; Venite: No. 28 (Luther); Psalms: 65, 66; Te Deum: Woodward, Smart, Turle; Benedictus: No. 11 (Attwood); Anthem: "Sun of My Soul" (Turner); Hymn: 298. Holy Communion (12 noon). Evensong (6 p.m.). Responses: Ferial; Psalm: 68 (Woodward, Cooke); Magnificat: No. 12 (Webb); Nunc Dimittis: No. 6, Lloyd; Hymn: 175, 223, 27.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m.; Wednesday, 5.45 p.m.

**A PUZZLE A DAY.**

The weather-vane on top of the old church steeple furnishes an interesting puzzle. Toward what direction is the wind blowing? And what two words can be spelled with the letters N, S, E, and W?

Yesterday's Answer:  
If 10 horsemen and 14 horses were coming along a road, the number of their heads and legs would total 100. The men have 10 heads, the horses 14, making 24. Adding 20 legs for the men, 44, and 56 legs for the horses brings the total to 100.

Another answer is 5 men and 17 horses.

The Hall Mark of Superiority  
**THE VICTROLA**  
MOUTRIES—Exclusive  
Distributors,  
The Best Family Investment

**DAIRY FARM ICE CREAM**

Irresistibly Delicious and Perfectly pure



A MELTING MOMENT

**In Pint and Quart Bricks**

In the following flavours  
Vanilla, Strawberry,  
Chocolate, Raspberry,  
Lemon, Neapolitan.

OBTAIABLE AT OUR

**Depot and Branches.****HOME CRICKET RESULTS.****Hampshire Score Over Yorkshire.**

(Reuter's Service.)

London, August 17.

At Southend, Lancashire defeated Essex by nine wickets. The Lancastrian, Hallows, in the first innings compiled 179, not out. For Essex, O'Connor in the first innings knocked up 93.

Surrey beat Sussex at Hastings on the first innings. Surrey scored 552 for 8 and declared. Ducat contributed 120, Shepherd 106, Fender 64 and Hobbs 79. Sussex replied with 164, and 279 for 7.

Somerset at Weston-super-Mare defeated Worcestershire by 84. For Worcester, M. Foster in the first innings scored 90.

Hampshire beat Yorkshire at Leeds in the first innings. For Hampshire, Mead in the first innings compiled 123. For Yorkshire, Sutcliffe in the second innings scored 87.

Notts beat Middlesex at Lord's on the first innings. For Notts, Hardstaff in the first innings compiled 113. For Middlesex, Hendren in the second innings scored 142, not out.

At Cheltenham, Kent beat Gloucester by ten wickets. For Kent, Hardinge in the first innings scored 129. Leicester scored only 109 in the first innings. Taylor in Leicester's second innings compiled 102.

**THE NAVAL LIMITATIONS.****Final Ratification Reported.**

Washington, August 17.

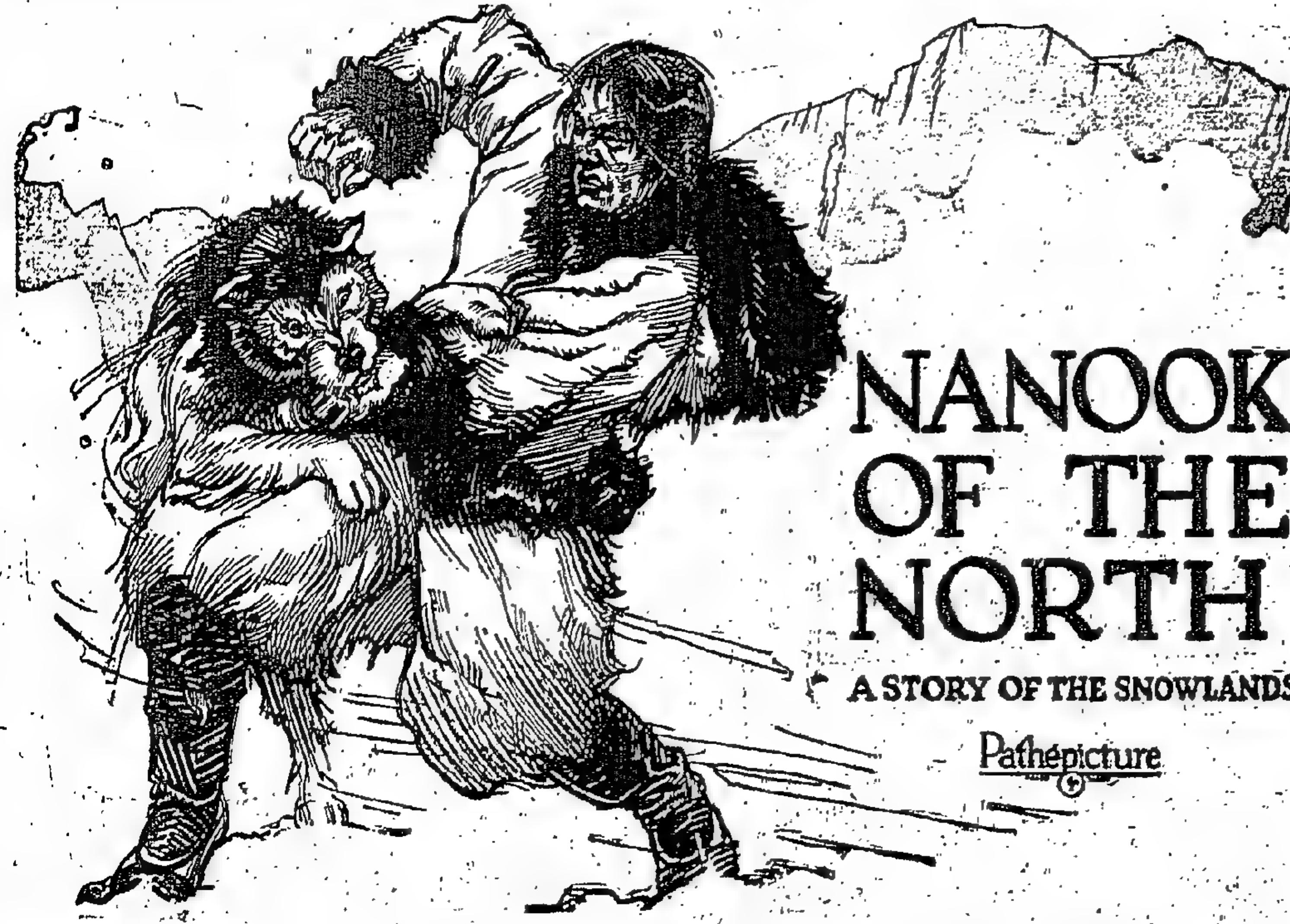
The Naval Limitation and Four-Power Treaty, negotiated at the Washington Conference, were made effective to-day, when the representatives of all the signatory Powers assembled and formally exchanged ratifications. Immediately the ceremony ended the Naval Department released orders to scrap the American ships condemned under the Treaty, whereby twenty-eight ships of a tonnage of three quarters of a million, will be demolished.

**PETROLEUM TANK EXPLODES.****Californian City Shaken.**

San Pedro (California), Aug 17.

An underground tank with a capacity of half a million barrels, owned by the General Petroleum Company exploded owing to spontaneous combustion, shaking the entire city. The loss is estimated at hundreds of thousands of dollars.

(Continued on Page 11.)

**THE FILM SENSATION SHOWING TO-NIGHT AT****THE CORONET****NANOOK OF THE NORTH**

A STORY OF THE SNOWLANDS

Pathépicture

**Wm. POWELL LTD.**  
Phone 346

**SOMETHING USEFUL—SOMETHING LASTING.**

**CREPE RUBBER Soled SHOES.**

MADE IN SMOOTH FINE BUCKSKIN AND WHITE CANVAS EXCEPTIONAL LIGHT—HARDWEARING—PRACTICAL. AN IDEAL SHOE FOR THE STRENUOUS TENNIS PLAYER, THE KEEN GOLFER, THE ENTHUSIASTIC WALKER, IT GIVES A FIRM AND SURE GRIP UNDER ANY GROUND CONDITIONS AND ITS SPRINGINESS BRINGS YOU HOME AS FRESH AS YOU STARTED OUT.

A SPLENDIDLY MADE SHOE FROM \$7.50  
100% RUBBER

PHONE CENTRAL 346 FOR A SELECTION  
TO CHOOSE FROM

**Wm. POWELL LTD.**

**J. T. SHAW**

A FINE COLLECTION OF MATERIALS FOR  
**GENT'S SUMMER WEAR.**

SERGES, CABERDINES, DRILLS, PALM BEACH &c.

WE SPECIALISE IN

**WHITE TROUSERS**

In Flannel Caberdine & Serge and would appreciate an opportunity of showing you these at

Beaconsfield Arcade

MESS JACKETS & BLACK ALPACA  
DINNER SUITS

CUT WITH PRECISION AND CARE.  
TELEPHONE 692 CENTRAL.

**CAPE WINES**

CLARET  
DRAKENSTEIN  
JAGGERCUP

To make a long cool refreshing drink in hot weather

ADD

Aquarius Water or Soda.

**CALDBECK, MACGREGOR & CO., LTD.**

15, Queen's Road Central. (Telephone Central No. 75)

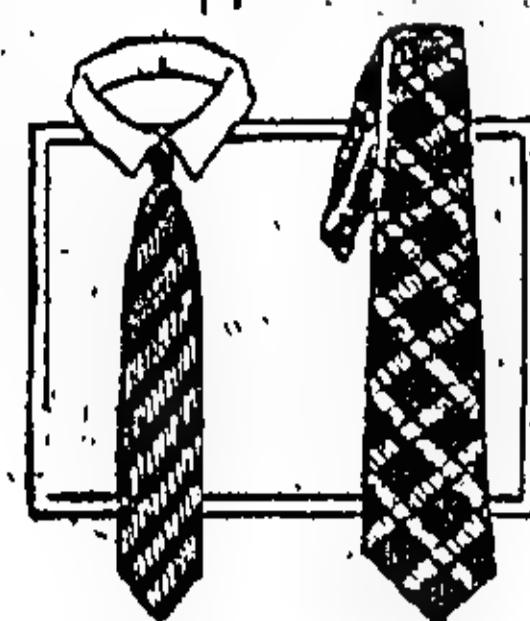
**EVERY LOAF**

FROM  
CAFE WISEMAN'S DAYLIGHT BAKERY  
CONTAINS ONLY INGREDIENTS OF ABSOLUTE PURITY,  
AND IS MADE AND BAKED UNDER SCRUPULOUSLY  
CLEAN CONDITIONS UNDER THE DIRECTION OF AN  
EXPERT EUROPEAN BAKER.



LANE, CRAWFORD, LIMITED.

Your Tie is a small, but very noticeable part of your dress.



We have a large range of English silk ties in novel designs and spot effects, also stripes and checks in various colours and black and white.

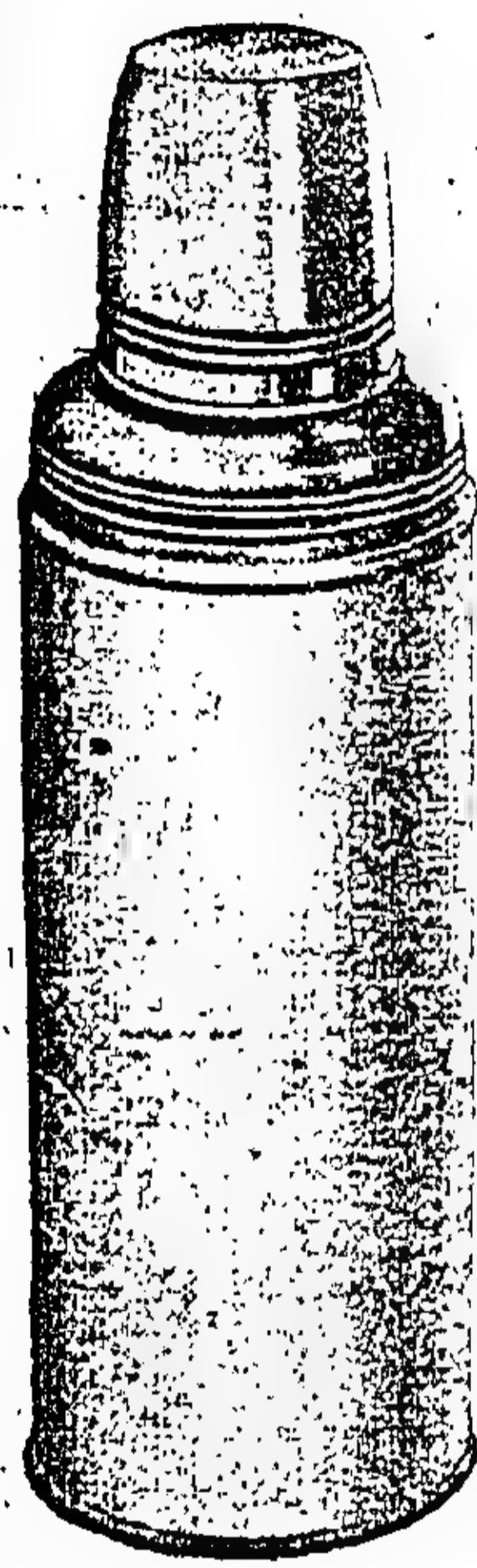
Call and look at them at:

**MACKINTOSH & CO., LTD.**

MEN'S WEAR SPECIALISTS

Alexandra Building Des Voeux Road

**WHITEAWAY'S SALE**  
SPECIAL BARGAINS  
**1000 VACUUM FLASKS**



**Just Received.**

A large consignment of Vacuum Flasks. Large size holding 2 Pints, keeps liquids hot or cold. Well finished back enamel casing with aluminium Shoulder and Cap.

Note the Size  
and Price.

2 Pint Flask.

**\$1.95 EACH.**

GET ONE TO-DAY.

**WHITEAWAY, LAIDLAW & CO. LTD.**

HONGKONG.

**YEE SANG FAT CO.**

Just Arrived

A LARGE SHIPMENT OF LATEST STYLE

**WARDROBE AND CABIN TRUNKS**

ALL AT



20% DISCOUNT.

**YEE SANG FAT CO.**

34, Queen's Road Central.

# CAMERA NEWS.

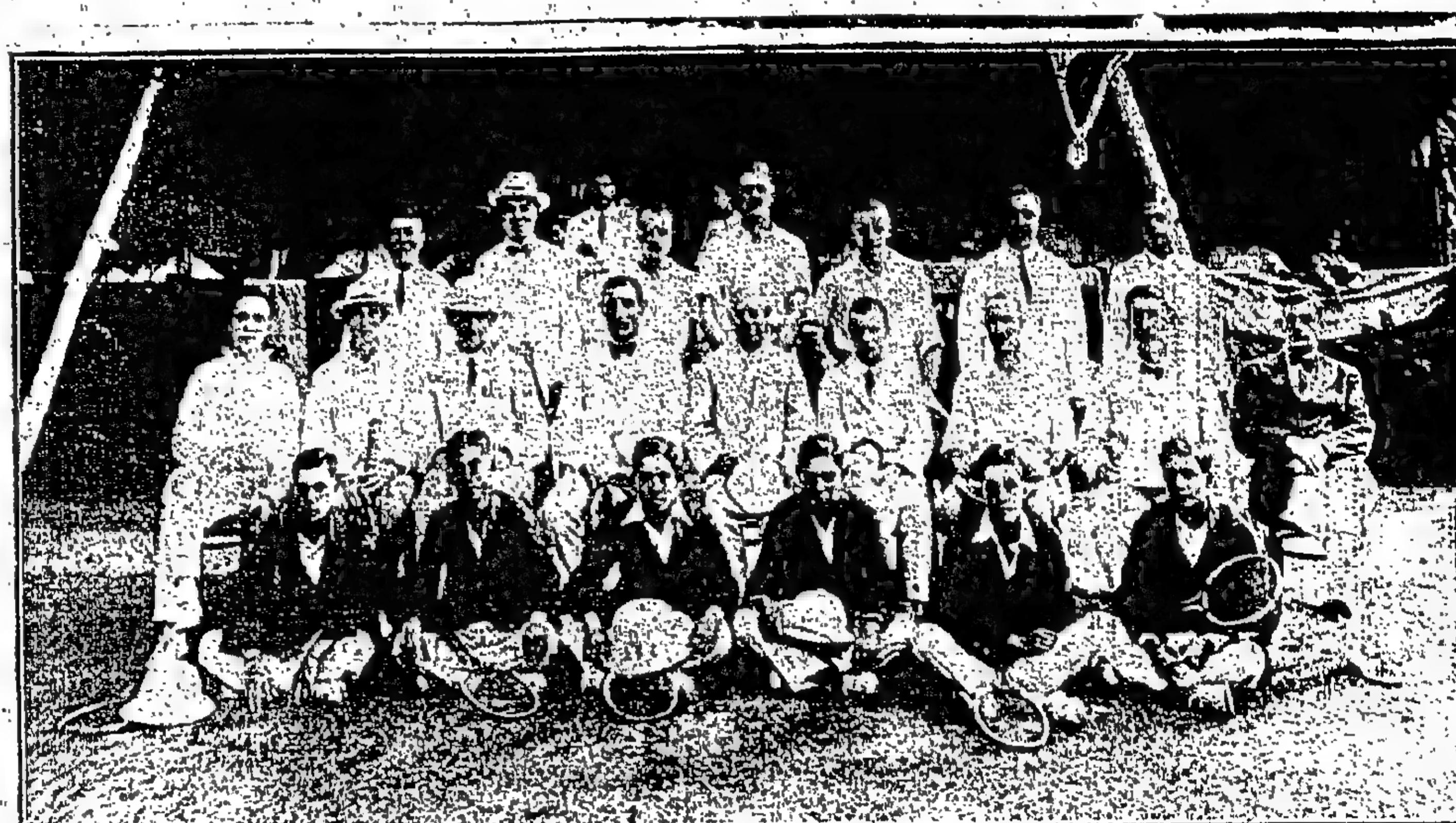


Photo: Mee Cheung.

Officials, winners and "Rest" of Tennis League at Indian Recreation Club's "At Home"—Back row (Standing, left to right): M. A. Razack, O. Kitchell, M. W. Lo, Capt. E. R. S. Doda, A. B. Raworth, A. B. Suffield & D. Rumjahn.

Middle row (Sitting, left to right): Ng. Sze Kwong, Payt. Lt. Comdr. R. E. Worthington, H. A. Nisbet, Commodore H. E. Grace, R.N., U. Rumjahn, J. R. Wood, H. Hancock, R. E. Lindsell and J. C. Fletcher.

Front row (Sitting, left to right): H. D. Rumjahn, S. D. Ismail, O. Rumjahn, A. H. Rumjahn, S. H. Ismail and S. A. Rumjahn.



H.M. the King at Ascot.



The King's horse, Weather-vane, which won the Royal Hunt Cup at Ascot.

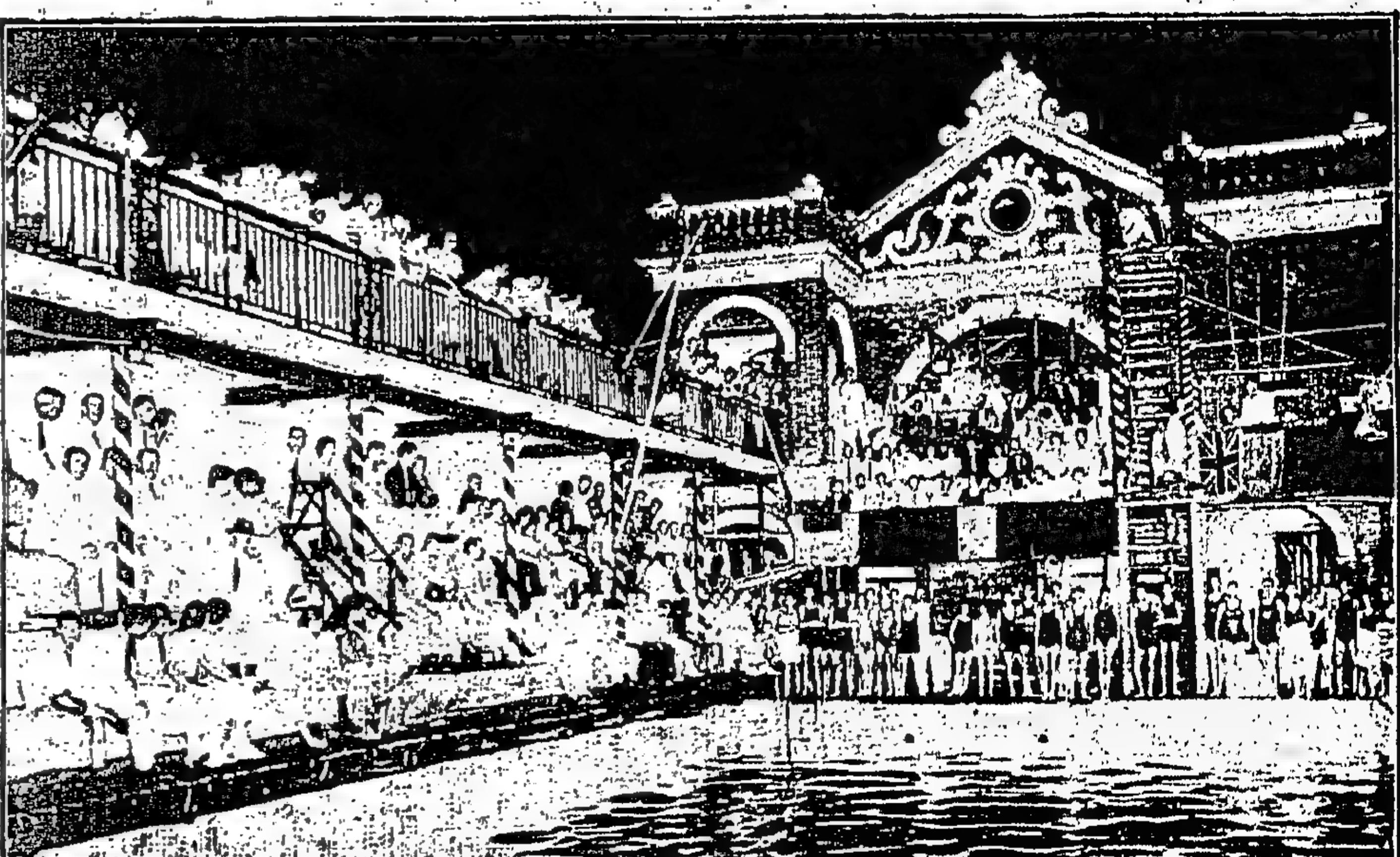


Photo: Mee Cheung.

This photo was taken at the last V.R.C. Night Fete.



Miss Dorothy Slade, Pittsburg high school girl, who recently won a fancy-diving contest in that city. She also was the winner of the beauty contest held in her school.



Mucki is the smallest Peke-uee in the world. Four years old, he weighs only seven ounces and rests comfortably in a wine glass. He belongs to an Austrian nobleman.



Some of the victors in the race of immigrants to enter the United States stepping from Ellis Island to the boat to the mainland.



## PACIFIC SHIPPING.



## HOME VIA CANADA

## HONGKONG TO ENGLAND.

Via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.  
From Due ... From  
Hong Kong Vancouver ... Canada, Et. Island  
Empress of Australia Aug. 24 Sept. 12 Montreal Sept. 21 Sept. 2  
Empress of Asia Sept. 6 Sept. 24 Emp. of Scotland Sept. 22 Oct. 4  
Empress of Canada Sept. 22 Oct. 8 Emp. of France Oct. 13 Oct. 19  
Empress of Russia Sept. 4 Oct. 22 Emp. of Scotland Oct. 27 Nov. 2

Other Atlantic Sailings every few days to Liverpool,  
Southampton, Glasgow, Antwerp, Cherbourg & Hamburg  
Allotment of Cabins on Atlantic Steamers held here and  
through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.  
Standard Sleeping Cars, Compartment & Drawing Rooms.

Canadian Pacific Hotel at Victoria, Vancouver, in the Rockies  
Calgary, Winnipeg, Montreal and Quebec.

## CANADIAN PACIFIC THROUGHOUT

Hongkong Office  
Passenger Department Tel. 752 Cables GACANPAC  
Freight & Express Tel. 42 Cables NAUILLUS

T. K. K  
TOYO KISEN KAISHA.

Reduced Fare to Europe £120-£112.

First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI "THE ISLAND SEA, JAPAN & HONOLULU."  
"THE PATHWAY OF THE SUN."  
Steamers Tons. Leave Hongkong.  
1 S SHINYO M... 22,000... Aug. 31 5 TENYO M... 23,000... Oct. 25  
1 SIBERIA M... 30,000... Sept. 15 1 KOREA M... 20,000... Nov. 1  
1 S TAIYO M... 24,000... Sept. 26  
Calling at Dairen, \$ Calling at Keelung.  
Calling at Manila, \$ Calling at Dairen, \$ Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN HONOLULU, SILO, SAN FRANCISCO, SAN PEDRO,  
MANZANILLO, BALBOA, CALLAO, MULLENDI, ARIQUA, & IQUIQUE,  
THENCE BY TRANS ANDEAN ROUTE TO BUENOS AIRES.  
Steamers Tons. Leave Hongkong.  
GINYO MARU ..... Sept. 5.  
ANYO MARU ..... 18,000..... Oct. 20.  
SEIYO MARU ..... 14,000..... Dec. 4.  
RAKUYO MARU ..... 17,500..... Jan. 15.

JAPAN-HONGKONG-JAVA SERVICE

BETWEEN  
Osaka, Kobe, Moji, Dairen H'kong, B'via, S'rang & S'ourabaya.  
Steamers Destination Leaving Hongkong.

PERSIA M. for Moji, Kobe & Osaka. Aug. 17.

NEW YORK LINE.

(Freight Only.)

VIA JAVA AND SUEZ.

Steamers Tons. Leaving Hongkong.

MEIYO MARU ..... 30th Sept.  
For full information regarding passengers, freight and sailings  
apply to V. TSUJISUMI, Manager.

King's Building. Tel. Central Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH LTD.

## STRUThERS &amp; BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from H'kong by Direct Route.

U.S.S. "West Chopka" ... Due Hongkong 31st Aug.  
Leaves Hongkong 1st Sept.

U.S.S. "West Carmona" ... Due Hongkong  
Leaves Hongkong

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO  
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH  
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

To Manila, Cebu, Illoilo and Samboanga.

U.S.S. "West Chopka" ... Due Hongkong 16th Aug.  
Leaves Hongkong 17th Aug.

To Manila & Singapore.

U.S.S. "West Carmona" ... Due Hongkong  
Leaves Hongkong

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.  
For Full Information apply to

STRUThERS & BARRY.

L EVERETT. 1st Floor Queen's Building.  
General Agent for Phone Central No. 3008.  
Japan-China-Philippines. K. A. HEYUM, Acting Res. Agent.  
Indo-China-Straits & Java.

## SERVICE TO NEW YORK.

NEW YORK and/or BOSTON  
via PANAMA.

8.5. BELBECK ..... 19th August.

For freight, space and particulars apply to:

## BARBER STEAMSHIP LINE, INC.

## ADMIRAL ORIENTAL LINE.

AGENTS.

8 Des Vaux Rd. C, H.K. & S'hai Bank Bldg. Ground Floor.  
Telephone Central 2477 & 2479.

For Passage and Freight Booking apply to

## PACIFIC SHIPPING.

DOLLAR  
LINE

## SAILINGS FROM HONGKONG.

For Boston and New York.  
S.S. ESTHER DOLLAR ..... Middle September.

For New York, Baltimore and Boston.  
S.S. STUART DOLLAR ..... End of October.

For San Pedro, San Francisco and Vancouver.  
S.S. GRACE DOLLAR ..... End of October.

For San Francisco and San Pedro.  
S.S. STUART DOLLAR ..... End of October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & CO. No. 4a Des Vaux Road,  
CANTON. Tel. Central 792 & 795.

## COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)  
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,  
BARCELONA & CADIZ  
ISLE DE PANAY Sept. 12.

SHANGHAI, NAGASAKI KOBE & YOKOHAMA.

ISLE DE PANAY Aug. 25.

The steamers of this Company are classed 100 Al at Lloyd's and are  
fitted with every modern convenience for comfort and safety of passengers.

Stewardess and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS.

Alexander Building, Hongkong.  
(Tel. 1331)

NORDDEUTSCHER  
LLOYD

ECONOMY COMFORT

FREIGHT & PASSENGER SERVICE

STEAMERS TONS SAILING DATES DESTINATIONS

"GOTTINGEN" 21st August. Singapore, Colombo, Suez, Port Said, Genoa, Ant'p, R'dam, & Hamburg.

"LUDWIGSHAFEN" 19th September. do.

"WESER" 15th October. Singapore, Batavia, C'bo, Suez, Port Said, Genoa, Ant'p, R'dam and Hamburg.

Till date subject to change without notice.

For Passage Rates and Freights—apply to:

THE ROBERT DOLLAR CO.  
Tel. Central 795 or 792. No. 4a Des Vaux Road, Ground Floor.

## ADMIRAL LINE

ADMIRAL ORIENTAL LINE

## FREIGHT AND PASSENGER

THE NEW FAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JEFFERSON" Aug. 26th.

"PRESIDENT GRANT" Sept. 7th.

"PRESIDENT MADISON" Sept. 19th.

"PRESIDENT MCKINLEY" Oct. 1st.

"PRESIDENT JACKSON" Oct. 13th.

## TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

"PRESIDENT GRANT" Aug. 29th.

"PRESIDENT MADISON" Sept. 10th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor.

Telephone Central 2477 & 2478 No. 4 Des Vaux Road.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND

## PASSENGER SERVICE

## LONDON SERVICE

(Direct)  
LAOMEDON 20th Aug. London, Rotterdam & Hamburg  
PATROCLUS 4th Sept. Marseilles, London & Rotterdam  
LYCAON 17th Sept. London, Rotterdam & Hamburg  
MENTOR 24th Sept. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

(Direct) or via Continental Ports)  
AGAMEMNON 1st Sept. M'les, Havre, Liverpool & Glasgow.  
KL. TIPMLAR 20th Sept. Genoa, M'les, Liverpool & Glasgow.

PROMETHEUS 1st Oct. M'les, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

(via Kobe and Yokohama)

ACHILLES 12th Sept. Victoria, Seattle & Vancouver

PHILOCETES 26th Sept. Victoria, Seattle & Vancouver

## NEW YORK SERVICE

(via Suez or Panama)

ANTILOCHUS 5th Sept. via Suez & Boston

BELLERPHON 15th Sept. via Suez & Boston

## PASSENGER SERVICE

MENTOR 1st Sept. for Moji, Kobe & Yokohama

PATROCLUS 4th Sept. for Singapore, Marseilles & London

LYCAON 14th Sept. for Singapore & London

TEIRESIAS 5th Nov. for Singapore & London

SARPEDON 11th Dec. for Singapore, Marseilles & London

"or Freight and Passage Rates and all information Apply to

## BUTTERFIELD &amp; SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS

## BOSTON &amp; NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

Ocean S.S. Co., Ltd. & China Mutual S. N. Co., Ltd.

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. CITY OF BOSTON ... via Suez Canal ... 25th Aug.

S.S. ANTILLOCHUS ... via Suez Canal ... 5th Sept.

S.S. BELLERPHON ... via Suez Canal ... 15th Sept.

S.S. CITY OF BAGDAD ... via Suez Canal ... 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(John Swire & Sons, Ltd.)  
Hongkong & Lanton HOLYOAK, MASSEY & CO., LTD., CANTON

K.

K.

## Yamashita Steamship &amp; Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine

Shipping to Europe, Australia, and other Ports

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

COMPANIES incorporated in ENGLAND

TO  
JAVA, BULDA, CEYLON, INDIA, PERSIAN GULF, WEST  
MILES, MACAULAY, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS  
UNDER CONTRACT WITH H. M. GOVERNMENT.

	From Hongkong (about)	Destination
KASHMIR	8,960	22 Aug. noon M'les, Gib., L'don & A'werp
ALIFORE	5,273	23 Aug. noon Sp're, P'ang, 'bo & B'bay
MACEDONIA	11,089	7th Sept. B'bay, M'les, L'don, A'werp
SICILIA	6,813	20th Sept. Sp're, P'ang, C'bo & B'bay
DONGOLA	8,083	21st Sept. M'les, Gib., L'don & A'werp

**BRITISH INDIA-APCAR SAILINGS (South)**

	From Hongkong (about)	Destination
WARINA	3,130	18 Aug. 10 a.m. Bangkok direct
JAPAN	6,053	1st Sept. Sp're, Penang & Calcutta
JANUS	4,824	4th Sept. Sp're, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

	From Hongkong (about)	Destination
EASTERN	14,000	1st Sept. Manila, Thursday Is., Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	6th Oct. Sydney & Melbourne.

Freight rates from Australia with the following:  
The P. & O. Company's steamer to the United Kingdom via New Zealand, Passengers.  
The P. & O. Branch Services of steamers to London via the Cape.  
New Zealand Shipping Co.'s steamer for Southampton and London via Panama Canal.**ALL NEW YORK & CHINA & JAPAN.**

	From Hongkong (about)	Destination
MANTUA	10,902	24th Aug. Shai, Moji, Kobe & Y'hama
TANDA	6,956	29th Aug. Yokohama & Kobe
SICILIA	6,813	29th Aug. Sh'nghai
KARMALA	9,098	8th Sept. Shai, Moji, Kobe & Y'hama
ARAFURA	6,000	11th Sept. Moji, Kobe & Yokohama

All rates are approximate and subject to alteration without notice.

**WIRELESS ON ALL STEAMERS.**Rates Measuring not more than 14 ft. x 2 ft. x 1 ft. will be received at  
the Company's Office up to noon on the day previous to sailing.  
For passage Rates, Manchbooks, Freight etc., apply to**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central Agents

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

	From Hongkong (about)	Destination
Tjipanas	Java	In port 20th Aug. Batavia
Tjitaroen	Java	In port 24th Aug. Batavia
Tjiloeboe	Java	21st Aug. 23rd Aug. Japan
Tjembang	N. China	5th Sept. Batavia

The steamers are all fitted throughout with electric light and  
have accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon. Cargo taken at  
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U. K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Out Hongkong	Vessel.	Leave Hongkong
PEMBROKE SHIRE	28th Aug.	GLENBEG	23rd Aug.
GLENLUCE	10th Sept.	London, Rotterdam & B'burg	
GLENOGLE	20th Sept.	GLENANDA	16th Sept.
CARMARTHENSHIRE	6th Oct.	Genoa, L'don, R'dam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO. LTD.**

THE GLEN LINE, LTD.

AGENTS Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M SERVICES CONTRACTUELS**

Mail Steamer: Next Sailing: Prod. 21st Aug. Prod. Sailing from Hongkong for M'les &amp; Japan

CHAMBORD 20th Aug. 3rd Sept. 20th Aug.

PAUL LE CAT 13th July 17th Aug. 3rd Sept. 17th Sept.

ANDRE LEBON 27th July 28th Aug. 1st Oct.

AMROISE 10th Aug. 11th Sept. 15th Oct.

CORDILLERE 24th Aug. 25th Sept. 29th Oct.

ANGERS RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class - 1st Class £95.00 B. Class £1, 1st Class £1, 89.00

Steamers 2nd Class £68.00 Steamers 3rd Class £62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALE (CARGO-BOATS)

S.S. C. DORSEY loading of B'burg, Antwerp and Dunkirk about 15th Aug.

Sailings and dates subject to alteration without notice.

For full particulars apply to: Messageries Maritimes Co.

Telephone Central 740.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via Shai &amp; Japan ports.

Through Bills of Lading issued to all Overland Common Points in U. S. &amp; Canada.

Europevia America G. \$405. G. \$420. G. \$440.

SHIDZUOKA MARU ... Wednesdays 5th Sept. at 11 a.m.

KAGA MARU ... Monday 15th Oct.

MARSELLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

HAKONE MARU ... Tuesday 21st Aug. at 4 p.m.

SUWA MARU ... Wednesday 29th Aug. at 11 a.m.

HAMBURG via LONDON &amp; ROTTERDAM.

MATSUVE MARU ... First half Sept.

LIVERPOOL via MARSELLES &amp; VALENCIA.

DURRAN MARU ... First half Sept.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

TANGO MARU ... Wednesday 19th Sept.

YOSHINO MARU ... Wednesday, 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON VIA PANAMA.

LISBON MARU ... Friday, 31st Aug.

BUENOS AIRES via Sp're, Durban &amp; Cape Town.

KANAGAWA MARU ... End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang &amp; Colombo.

WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang &amp; Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

YAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug. at 6 p.m.

SHANGHAI, KUBE &amp; YOKOHAMA.

LIVERPOOL MARU ... Tuesday, 21st Aug.

MURORAN MARU ... Sunday, 26th Aug.

HAKCZAKI MARU ... Tuesday, 28th Aug.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 232, 233 &amp; 2422. F. OGURI, Manager.

**COASTAL SHIPPING****INDO CHINA STEAM NAVIGATION Co., Ltd.****SAILINGS SUBJECT TO ALTERATION.**

Destination Steamer Sailing

SHANGHAI via Swatow Tungshing Fri. 17th Aug. at 11 a.m.

MANILA ... Minsang Fri. 17th Aug. at 3 p.m.

SHANGHAI via Swatow Taisang Sun. 19th Aug. at noon

BANGKOK via Swatow Chakrang Mon. 20th Aug. at 2 p.m.

TIAO via Swatow &amp; Shai Kwangsang Wed. 22nd Aug. at 2 p.m.

TIENSIN ... Chipching Wed. 23rd Aug. at 3 p.m.

STRaits &amp; Calcutta ... Laisang Fri. 24th Aug. at noon

SHANGHAI via Swatow Walising Fri. 24th Aug. at noon

KOBE via Shanghai ... Kutsang Fri. 25th Aug. at 11 a.m.

HAIPONG via Hoihow Leesang Sat. 26th Aug. at 3 p.m.

SANDAKAN ... Mausang Tue. 28th Aug. at 3 p.m.

STRaits &amp; Calcutta ... Poosang Wed. 5th Sept. at 3 a.m.

BANGKOK via Hoihow Chunsang

CALCUTTA LINE: This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE: A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE: Sailings approximately weekly for passenger and cargo, calling at Hoihow both ways.

BORNEO LINE: Fortnightly sailings to and from Sandakan by two 3,000 ton steamers i.e. "HINSANG" &amp; "MAUSANG" both steamers having excellent passenger accommodation.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE: A regular service is run from March to Nov. between Hongkong &amp;

## NOTICE.

**THE NEW HALL OF FAME  
OF CONCERT AND OPERATIC STARS**



**BRONISLAW  
HUBERMAN**

Tall and 1 reel b. latest machine models at  
**THE BRUNSWICK STUDIO**  
17 ICEHOUSE STREET

**BRUNSWICK**  
PHONOGRAHS AND RECORDS

## HOTELS.

**LEADING FAR EASTERN HOTELS.**

Hongkong Hotel, Peak Hotel,  
Repulse Bay Hotel.

**SHANGHAI:** Astor House Hotel, Palace Hotel,  
Grand Hotel Kiale.

**PEKING:** Grand Hotel des Wagons-Lits.

The Hongkong Hotel Co.  
In conjunction with  
The Shanghai Hotels, Ltd.

The Grand Hotel des Wagons-Lits, Ltd.

**KING EDWARD HOTEL.**

CENTRAL LOCATION,  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. Central 373. Telegraphic Address: "VICTORIA"  
J. WITCHELL.  
Manager.

**THE EUROPE HOTEL.**

SINGAPORE.  
DANCING AFTER DINNER,  
EVERY MONDAY WEDNESDAY AND SATURDAY.  
TEA DANCES  
TUESDAYS AND THURSDAYS.  
The Hotel Orchestra under the Direction of  
Mr. F. R. Martens.  
Telephones in every Room.  
Telegraphic Address: "EUROPE, SINGAPORE."  
Telephone No. 2740 (9 lines). THE EUROPE HOTEL, LTD.  
ARTHUR E. ODELL, Manager.

**THE KOWLOON HOTEL.**

FANKOW ROAD.  
Opening 1st September.  
First Class and most up-to-date Residential and Tourist  
Hotel. Six Stories of commodious large and airy rooms with  
every modern appliance. Elevator to every floor and, to Roof  
Garden. Hot and cold water. Electric Lights, Fans and Bells,  
throughout. Exceptionally well ventilated Bar and Billiard Rooms.  
Moderate tariff and most excellent cuisine supervised by  
experienced chef. Monthly and Family rates can be arranged at  
most reasonable terms.

For terms apply to:  
Mrs. J. J. BLAKE, Manageress.

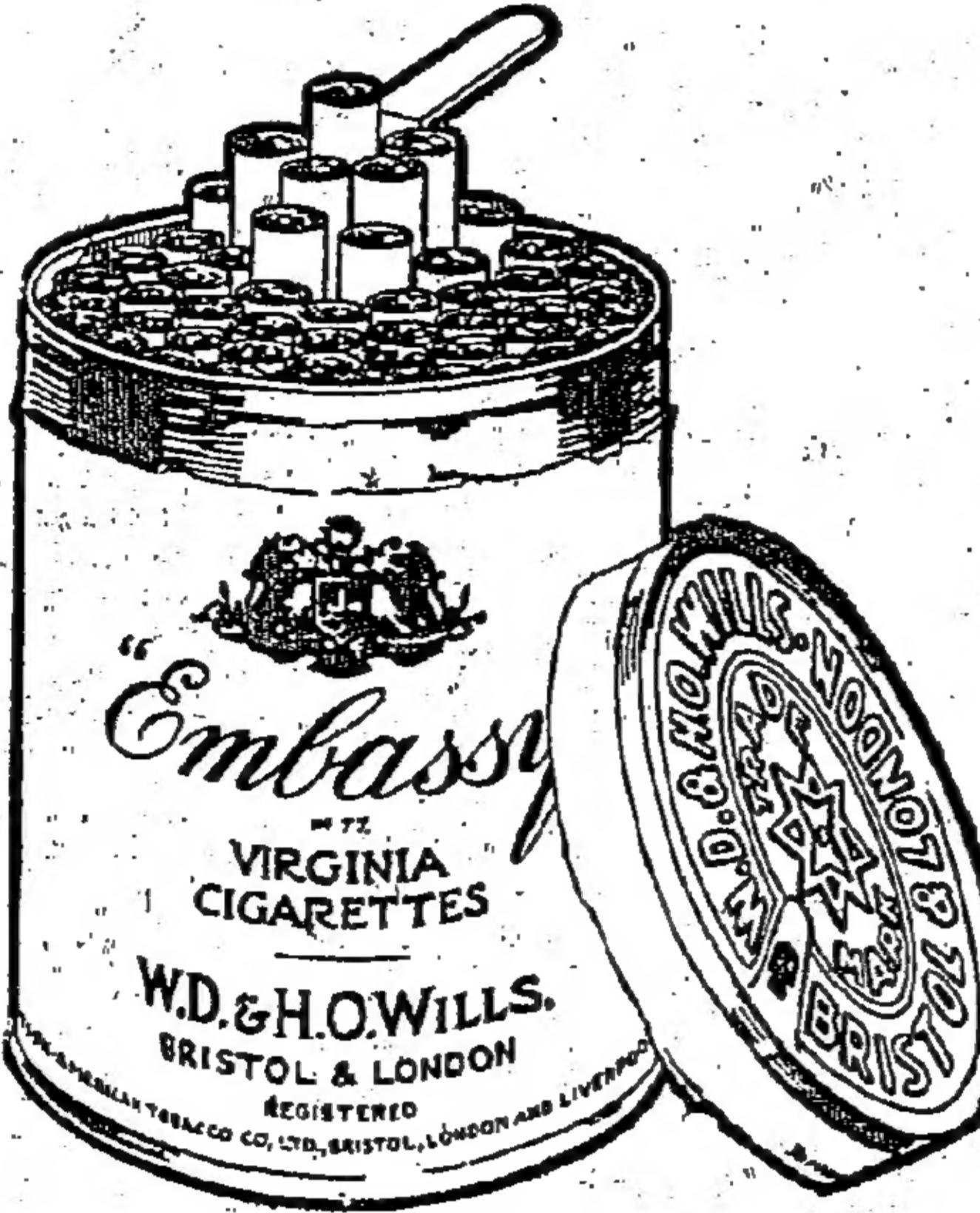
**KINGSCLERE HOTEL MID-LEVEL  
KNUTSFORD HOTEL KOWLOON  
SACHSE, LENNOX & CO., General Agents**

Are resident Managers.

**PALACE HOTEL, KOWLOON.**  
Tel. No. Kowloon 2. Tel. Add. "Palace."  
Two entrances from Ferry and Railway Station. Five minutes by Ferry from Hongkong  
Afternoons Hotel in every respect and under English management.  
Rooms under personal supervision of the Proprietor.  
Lounge Bar and Billiard Room.  
Terms Moderate.  
Agents: arrangements for families on application to  
J. H. OXBERRY.  
Proprietor.

# "Embassy" 99 CIGARETTES

Perfection of  
Manufacture—  
Faultless quality—  
"Embassy"  
The cigarette for  
discriminating  
smokers.



This Advertisement is issued by British American Tobacco Co., (China) Ltd.

**LAMMERT BROS.**

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
Public Auction on  
Monday, the 20th, Aug. 1923  
commencing at 5.15 p.m.  
at their Sales Rooms, Duddell  
Street,  
An Old Collection of Postage  
Stamps

(Really being broken up)  
Catalogues will be issued.  
On view, from Saturday the  
18th, August 1923

LAMMERT BROS.,  
Auctioneers.

## NOTICE TO CONSIGNEES.

The Steamship  
"BOWES CASTLE"

## From NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co. Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th. inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd. inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd. prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd. inst. at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LTD.,  
Agents.

**GENTLEMEN'S  
HIGH-CLASS TAILORING****WM. POWELL LTD.**

HONGKONG HOTEL BUILDINGS

NEW SEASON PRODUCTIONS  
JUST RECEIVED.

STYLE, FIT and FINISH GUARANTEED

**EXCHANGE.**

(Opening Rate: closing Rate, 10<sup>6</sup> ags. I.)

SELLING. 30 d. San Francisco and New

York 52s  
4 m.s. Marks 9.90  
5 m.s. France 10.05

6 m.s. Germany 5.1

Demand, New York 5.1

T/T. Bombay 10.05

Demand, Bombay 10.05

T/T. Calcutta 10.51

Demand, Calcutta 10.51

On Yokohama 10.51

Demand, Manila 10.51

T/T. San Francisco and New 10.51

York 12.4

T/T. Java 12.4

T/T. Marks 9.30

Demand, Paris 9.30

On Saigon 8.21

On Bangkok 8.21

Sovereign 8.04

Gold Leaf per Tael 49

Bar Silver ready 31.15/16

Forward 31.15/16

Bank of England rates 24

New York/London 4.554

SELLING. 30 d. San Francisco and New

York 52s  
4 m.s. Marks 9.90  
5 m.s. France 10.05

6 m.s. Germany 5.1

Demand, New York 5.1

T/T. Bombay 10.05

Demand, Bombay 10.05

T/T. Calcutta 10.51

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